

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, August 31, 1872.

### Montreal and its Trade.

The growing trade and rapid progress of Montreal must be gratifying to every true friend of the Dominion. As the commercial centre of Canada, its fast increasing importance is indicative of the advancement which is going on all over the country. The annual trade of the city—taking both imports and exports—amounts to close upon one-third of that of the whole Dominion, although it must be borne in mind that the province of Ontario supplies the greater part of its exports, and takes from it a corresponding portion of its importations.

Year	Dols. Imports.	Dols. Exports.
1835 .....	3,783,864.	1,080,000
1840 .....	5,036,676.	1,677,124
1845 .....	10,459,644.	2,777,096
1850 .....	7,174,780.	1,744,722
1855 .....	12,371,580.	1,910,844
1860 .....	15,479,463.	6,020,715
1865 .....	19,843,448.	5,361,184
1870 .....	31,012,864.	19,027,153

The increase in the city's trade during the five years ending in 1870, was 98.53 per cent., a very marked and gratifying advance. During the last year, 1871, its commerce was the largest ever known, having reached the large sum of \$54,637,853. Of this amount \$19,133,519 were exports, and \$35,504,334 imports. But for a change in the manner of making up the customs returns, it is claimed that the exports for 1871 would show at least five millions more.—*Canadian Monetary Times*.

## Banking House

OF

JAY COOKE & CO.

No. 20 Wall Street, N. Y.

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the Road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of Road also entitles the Company to Ten Million Four Hundred Thousand Acres of Land, located in Central Minnesota, Eastern Dakota, and in the Columbia Valley on the Pacific Coast. The bonds are secured by a first mortgage on the Road, its Traffic and Franchise, and on the entire Land Grant received from the Government. The rate of interest is Seven and Three-Tenths, Gold, equivalent to about Eight and a Quarter per cent. in Currency. Believing the security to be ample, and the rate of interest satisfactory, we recommend these bonds as a desirable investment. Holders of United States 5-20s and high-priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO.,  
New York, Philadelphia and  
Washington.

### Northern Pacific Railroad.

LETTER FROM CHIEF ENGINEER ROBERTS.

RAILROAD TRAFFIC—CHARACTER OF DAKOTA LANDS—AN EXCELLENT COUNTRY—INDIAN MATTERS.

Chief Engineer W. Milnor Roberts, who has recently (July 15, 1872), completed a tour of inspection along the line of the Northern Pacific Railroad in Minnesota, and as far west as the valley of Heart river in Western Dakota, writes as follows of the results of his professional observations:

A heavy business is constantly passing over the completed section of the road through Minnesota, consisting of the local carrying trade of the country traversed by the line, the business of the Hudson's Bay Company and the British settlement in the lower Red River Valley; the transportation of railroad iron, cross-ties, materials and supplies for the large amount of track now being laid by the St. Paul and Pacific Company in Western Minnesota, and similar material for the Dakota division of the Northern Pacific Road. I passed across Dakota, between the Red river and the Missouri, going and returning in a wagon, travelling only by day and camping at night, so that I had a full view of every portion of the railroad line, and of the country through which it is located. I carefully observed not only the grading and construction, but also the character of the country and the soil. The distance across is about 200 miles, and we were seldom out of sight of our engineers' and contractors' camps.

There has been no difficulty whatever in obtaining at all points good water for men and stock, either from natural springs or from excavations of eight to ten feet in depth. This settles one important question relating to the early settlement and successful cultivation of this section. This is entirely a prairie region, intersected by a few streams, such as the Rush, Maple, Sheyenne, and James Rivers. The valleys of these contain what timber there is.

After much careful exploratory work and preliminary location, the assistant engineers have secured an admirable line, with generally very light grades and easy curvature. Even in passing into and out of the larger valleys—the Sheyenne and James—we were not compelled to exceed (and only for very short distances to reach) our maximum of sixty feet per mile ascending westward, and fifty per mile ascending eastward. The whole country is a gentle undulating plain, affording ample drainage interspersed with occasional lakes, some of which are brackish and the others of fresh water. The rain fall the present season, through all this region, has been abundant, and at times superabundant.

The *mauvais terre*, or bad lands, so called, of the great valley of the Missouri, are not met with on the line of this road. About thirty miles east of the Missouri our line enters the wide and beautiful valley of Apple Creek, down which it passes by a gentle grade, over excellent soil all the way to the river. The entire region from the Red river to the Missouri and beyond, at the time I passed over it, was clothed with nutritious grass, affording fine pasture, without exception, along the whole 200 miles. For a large portion of the distance the soil is very superior, equal to the best of any land. It is safe to say that at least nine-tenths of the country that I saw is good, arable land, constituting one of the most fertile and attractive prairie regions I have anywhere seen.

Some of our exploratory lines were traced through what is called the *mauvais terre*. These so-called 'bad lands' are not designated thus on account of their soil, but more on account of their shape, being water worn, or broken, so that they are not adapted to cultivation, while they would also increase materially the cost of railroad construction through them. The 'Coteaux' (hills), through this portion of Dakota are by no means formidable. They are rounded, gently sloping, and covered with good grass. Within a recent period this whole region has been a vast pasture land for the buffalo and the antelope, which no longer roam here.

Of the productive qualities of the soil, I saw sufficient evidence of the superb appearance of a garden of several acres at the second Shyenne crossing, fifty-six miles west of Red river. The potatoes, corn, peas, beans, radishes, &c., were among the finest I have anywhere seen, and it was no fault of the soil or the climate that, ten days later, that occasional scourge of all new prairie regions, the grasshopper, had appropriated the growing crop to his private use.

The valleys of the Shyenne and the James, where our line crosses, are particularly lovely, having abundant water, trees enough to relieve the eye, and a rich soil. The Missouri is a noble river where the road strikes it—wide and deep, with a swift current, and heavily wooded along its shores and islands. It is navigable for a thousand miles above, to Fort Benton, and quite a number of large steamers, heavily laden with merchandise for Montana, had recently passed up. It is the opinion of an experienced Missouri river steamboat man, that on the completion of the Northern Pacific Road to the Missouri, the business will be done over this road, not merely to all points on the river above, but also to points several hundred miles below.

I spent a day on horseback west of the Missouri river, along Buck creek and Heart river valleys, and found good grass everywhere. The valley of Heart river, which our line follows some distance toward the Yellowstone, comes fully up to, and even exceeds, the expectations I had formed from Division Engineer Rosser's reports, maps and profiles, and his verbal explanations. It is a source of great gratification to me to know that our Assistant engineers have been very cautious in their statements respecting all the country west of Minnesota—knowing as I do, the desire of the company to have all their published representations understate, rather than overstate the advantages of the region through which the road is building. Fortunately, our final and critical surveys are proving that the facts may be considerably understated, and yet make a perfectly satisfactory showing.

The newspaper stories about Indians, and danger from them to the railroad across Dakota, have no solid foundation in fact. The Indian situation, so far as the Northern Pacific Railroad is concerned, is this: As far west as the Missouri river, the question is settled, and no danger need be apprehended. Our men travel all over the country between the Red and Missouri rivers, by day and by night, without escort and unarmed. The few troops at the James and Missouri rivers will suffice to prevent thieving raids by straggling natives, until the last have finally disappeared be-

fore the army of white settlers. West of Fort Ellis, in Montana, all the way to the Pacific coast, the Indian question is forever disposed of. All our engineering parties, six in number, between Montana and the Pacific, are operating without escort. The only portion of the line yet in abeyance between the Indians and the whites is between the Missouri river and the westerly bend of the Yellowstone, east of Fort Ellis; there our parties, now taking the field, have strong escorts of United States troops, well prepared to fight, if necessary. But no fighting is to be apprehended. If our escorts were weak, there might be some risk. Frontier speculators who wish to see Government money freely spent in their vicinity and to their advantage, will doubtless continue to furnish the newspapers with prophecies of imminent "Indian Wars" in the Northwest.

The construction of the Northern Pacific Railroad will entirely settle the Indian troubles on a belt at least one hundred miles wide and fifteen hundred miles long, embracing one hundred and fifty thousand square miles, a large portion of which will ere long contain an industrious population, giving profitable employment not only to the main line, but to the numerous branch feeders which will surely be opened as the country becomes settled and its many resources developed.

#### Mobile and Montgomery Railroad.

The receipts from operations of this road for the years ending April 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers.....	\$222,356 00	\$257,482 84
" freight.....	376,942 06	369,219 41
" express.....	20,750 98	22,236 82
" mail.....	18,600 00	18,600 00
	\$638,649 04	\$667,539 07
Expenses, viz:		
Conducting transp.....	\$197,226 31	\$216,961 42
Motive power.....	116,485 03	121,982 00
Maintenance of way...	145,718 76	144,526 86
Maintenance of cars...	34,863 72	33,944 53
	\$494,293 82	\$517,414 81
Leaving net income....	\$144,355 22	\$150,124 26

It will be seen that the receipts have increased from passengers \$35,126 84, and from express \$1,475 84; but there has been a falling off in freight of \$7,722 65—making a total increase of \$28,880 03. The President in his report says:

The gross earnings of the road, as shown by the Report of the Superintendent, herewith submitted, were \$667,539 07, against \$638,649 04 for the year ending 30th April, 1871; being an increase of \$28,880 03, not as good a result as was expected when the last Annual Report was made to you, but when the short crop of cotton, made in the section of country from which the road derives its support is taken into consideration, as the receipts in Montgomery alone show a deficiency as compared with the last season of 40,000 bales, and at the stations on the line of road the falling off in receipts will be in about the same proportion, we have every reason to be satisfied with what has been done.

The extension to Mobile was not opened for use as soon as it was promised by the contractors, but with all the difficulties they had to encounter, and particularly that of keeping up a full force of workmen during the sickly season, the entire extension was pushed through in less time than any work of the same magnitude has ever been constructed in the Southern country. It has been most faithfully done, and reflects great credit on the contractors and on your Chief Engineer, G. Jordan, Esq., under whose superintendence the work has been constructed. Although the trains commenced running over the new work early in March, it was not considered safe to rely entirely on it and discontinue the boat service between Tensas and Mobile until late in the month, and the use of the extension as to its effects upon the

income of the road may be dated from the 1st of April. It is gratifying to be enabled to report that the receipts for the two months that it has been in use, show an increase of \$15,000 upon the same month of last year, and a decrease of the expenses of \$12,000, giving good reason to hope that the anticipated value of the work will be fully realized and the close of the fiscal year to end 30th April, 1873, will show an increased income and a reduced ratio of expenses.

The amount charged up to the Extension on the books of the company up to April 30th, is.....\$1,003,803 95  
To this will have to be added the cost of property purchased in Mobile for depot purposes and on the line of the extension..... 167,608 00  
And to pay off the reserve on Boynton & Co.'s contract not yet completed, and to complete the grading between Mobile River Bridge and the city of Mobile, will require about..... 78,588 05

Showing that the cost of Extension, entirely completed, will be.....\$1,250,000 00

This of course includes the loss on the \$1,000,000 of State endorsed bonds appropriated to this work, which were sold to net the Company 82, and also includes the interest on money paid as the work progressed, computing it up to the time the road was opened for use. It is a large outlay, but the construction of the work was a necessity to preserve the position of the road as a part of an all rail line from New Orleans to New York, and give it a chance of successful competition with rival lines.

Taking up the previous reports made to you, beginning with the report made for the year ending 30th April, 1869, one year after the consolidation, and you will find that there has been expended in the reconstruction of the road between Montgomery and Tensas from 30th April, 1869, up to 30th April, 1872..... \$644,836 35  
And an increase of outfit and machinery..... 351,400 47

Making a total of..... \$966,236 82  
And on Mobile Extension and purchase of property..... 1,171,411 95

Making a total amount expended...\$2,167,648 77  
Which has been provided for by sale of bonds..... 1,617,942 50

Leaving a debt of.... \$549,706 27 yet to be provided for. To do so the Board of Directors authorized the issue of one million of dollars of second mortgage bonds, from the proceeds of which this debt will within the year be paid off. Upon reference to the general statement of the condition of the company, you will find that there is yet outstanding, which is a lien on the road, \$41,000 of the old first mortgage bonds of the Mobile and Montgomery Railroad Company, to provide for which, either by exchange or payment, we hold on hand an equal amount of the new first mortgage bonds, endorsed by the State. There is also, yet outstanding of the old debt of the Alabama and Florida Railroad Company, not a lien on the road, \$27,500 of Bonds issued in 1862 and sold for Confederate money. 300,000 of these bonds were issued to complete the road and make it available for the purposes of the Confederate Government, and although under the peculiar circumstances of their issue the company could not be made legally responsible for their payment, it was deemed advisable to give for them the preferred stock of the company, which has been done for \$272,500, and leaving yet outstanding, as above stated, 27,500 which will be settled in the same way.

I ask your very careful consideration as stockholders, and your influence upon your representatives in the legislature, upon the subject of taxation of railroad property and their regulation of



transportation—they are destined to effect most seriously the value of your property unless more liberality is manifested, and unless the laws now in force are very materially modified, the future of railroads in Alabama is not encouraging. Liberal aid has been extended by the use of State credit to build roads, but the fact seems to have been entirely overlooked, that with the present population of the State, these roads can only be kept up and sustained by moderate taxation and by allowing them to charge, as is done in other States, compensating rates for the transportation of freight and passengers. There is not to-day a railroad in the State of Alabama paying a dollar of dividend to the stockholders, and indeed hardly making net income enough to pay interest on their debts, and still they are forced to pay as heavy a tax on the property as if it was a paying investment, and to transport passengers at as low rates as roads charge in other States where passenger trains are always crowded. More careful considerations must be given to this subject by our legislature, or in three years many of the roads brought into existence by State aid will be forced into bankruptcy, entailing upon their stockholders a total loss of what they have invested, and heavy losses upon the State—nothing can save them but the recognition of the fact that they are great instruments of wealth to the State, by increasing its population and productive property, and that those who use them should be required to pay such rates of transportation as will work and keep them up until an increased population will warrant a change.

Very important connections of your road, now in progress, will be completed within the year.

The first of these will be the South and North Alabama Railroad, which will, I have no doubt, be completed and in operation to Decatur by November, giving a line under one control and management from Montgomery to Louisville, Kentucky.

The next to be completed will be the Atlanta and Charlotte Air Line Railroad, giving the shortest through line from New Orleans and Mobile to New York that will probably be built in many years. These two lines completed and in operation must add largely to both the passenger and freight business of this road.

The board have recently been apprised that an effort will soon be made by the Atlantic and Gulf Railroad Company of Georgia to extend their road, now in operation from Savannah to Bainbridge, through to Pollard, so as to carry out the original intention of giving to the road a Gulf connection. The distance from Bainbridge to Pollard is about one hundred and sixty-five miles, and although when completed it may turn from our road at Pollard, some business that would otherwise pass over the entire road, still the board believe the benefit arising out of the construction of this road would greatly exceed any losses we might sustain from a division of a part of our business at Pollard; and they believe it to be the interest of this company to meet the friends and managers of the Atlantic and Gulf road, with the most friendly assurance, that we recognize their line as of great value to us, and that arrangements for a connection at Pollard and for interchange of business and trains will be made upon the most liberal terms. It is to be regretted that our finances are not in a condition to offer material aid to this work, as it would open up to us a tier of counties in Alabama and Florida containing about 50,000 inhabitants, and producing about 25,000 bales of cotton that at present are entirely lost to us; and it would complete the Coast Line from New Orleans to New York, that would only be about one hundred miles longer than the Atlantic Air Line, and one of the most attractive Winter routes on the Continent. Savannah, Mobile and New Orleans are deeply interested in this line—as it would not only open up to them a section of country that now has access to the sea only, via the Apalachicola and Choctawhatchee rivers, but would give you a line at least one hundred and fifty miles shorter than the present line between those cities.

The financial condition of the company April 30, 1872, was as follows:

LIABILITIES.	
Capital stock M. M. R. R. ....	\$1,148,300 00
In the name of the Ala. and Fla. R. R. not exchanged .....	86,500 00
In the name of the Mobile and G. N. R. R. not exchanged.....	27,800 00
	\$1,262,600 00
Preferred 8 per cent. stock.....	1,772,200 00
Borrowed Debt of Company:	
First mortgage bonds Ala. and Fla. R. R. ....	\$2,000 00
Second mortgage bonds Ala. and Fla. R. R. ....	17,500 00
First mortgage bonds M. & M. R. R. ....	41,000 00
	60,500 00
First mortgage bonds endorsed by State of Alabama.....	2,500,000 00
Bonds not secured by Mortgage:	
Bonds endorsed by directors.....	\$8,500 00
Income bonds.....	27,500 00
	36,000 00
Floating Debt:	
Due on open accounts..	\$247,783 50
Due on preferred stock..	2,182 04
Bills payable.....	519,081 00
	769,046 54
	\$6,400,346 54

ASSETS.	
Cost of 164 miles of road, from Montgomery, Ala., to Texas....	\$4,174,553 74
Car account—For value of freight and passenger cars (345) .....	\$284,090 00
Locomotive account—For value of locomotives (31).....	340,500 00
Steamboats—St. Elmo & Sumter.....	13,000 00
Depot buildings, station and section houses, and water tanks.....	191,565 82
Machine shop tools and machinery.....	41,886 00
Car factory tools and machinery.....	9,605 00
Car factory material....	11,759 31
Road way material.....	11,811 85
Road tools and train equipments.....	16,270 45
Machine shop material..	7,160 15
Old iron on hand.....	9,000 00
	936,648 58
Due on open account ..	\$184,651 54
Cash on hand.....	34,688 73
First mortgage bonds endorsed by the State of Alabama on hand..	66,000 00
	285,340 27
Mobile Extension—For amount expended to date.....	1,003,803 95
	\$6,400,346 54

President.—CHARLES T. POLLARD.

Vice President.—L. M. WILSON.

Directors.—Wm. D. Dunn, Thos. St. John, Henry C. Semple, John W. Durr, Andrew Jay, W. H. Crenshaw, H. B. Plant.

Engineer and General Sup't.—G. JORDAN.

Assistant Superintendent.—C. P. BALL.

Secretary and Treasurer.—JOHN J. BEASLEY.

The freight and express business on the Poughkeepsie and Eastern Railroad has been good and is rapidly increasing. The passenger trains have commenced running to Ancram Lead Mines.

#### The Late Mr. George C. Satterlee.

At a special meeting of the New York Board of Fire Underwriters, held August 8, after eulogistic remarks had been made, it was voted that Messrs. Crowell, of the Phenix, Hodges, of the Hoffman, McDonald, of the Royal, Martin, of the Home, and Ely, of the Peter Cooper Insurance Companies, prepare suitable resolutions, and by the unanimous vote of the Board the resolutions were directed to be sent to the family of the late Mr. George C. Satterlee:

Resolved, That by the sudden death of Mr. George C. Satterlee, for so many years President of the Washington Insurance Company, and for a long term of years a member of the New York Board of Fire Underwriters, we are most forcibly reminded of man's frailty and the uncertainty of life.

Resolved, That as vice-president of the New York Board of Fire Underwriters from 1858 to 1861, and for years one of the members of the executive committee, the deceased discharged his official duties with distinguished ability, and all his official acts met with general approbation.

Resolved, That we shall do well to emulate his virtues, to pattern after his unvarying uprightness, his Christian charity, his pleasant deportment and great kindness, with which he ever greeted all.

Resolved, That while we deplore his death, and would offer our sincere condolence to his family, we would and should be thankful to Almighty God for having continued his useful life beyond "three score and ten years," that his family, the members of the Board and the community might enjoy the good influences of his life, so constantly manifested by precept and example.

(Attest.) WM. W. HENSHAW.

Sec'y N. Y. Board of Fire Underwriters.

The following resolutions in regard to the death of Mr. Satterlee were adopted by the directors of the Washington Fire Insurance Company, at a meeting held on August 21:

Whereas, By the unlooked-for death of Mr. Geo. C. Satterlee, it has pleased Divine Providence to take from us our late friend and president, who has for more than twenty years presided over both organizations of the Washington Fire Insurance Company with watchful care and signal ability; and,

Whereas, Many of us have had intimate social and business relations with him during this time and a long period antecedent thereto, in which he has always been held in the highest estimation by us.

Resolved, That in all these years the life and character of the deceased, as exemplified in the high-toned and honorable merchant, in the faithful and just performance of all the duties pertaining to the many positions of trust and confidence conferred upon him, in his kind and courteous demeanor in all the social relations of life, and in all the graces and attributes of the true and dignified Christian gentleman, have endeared his memory to us in no ordinary manner, and we hold and cherish it with the most affectionate regard and esteem.

Resolved, That our heartfelt sympathies are tendered to his family in their sorrowful bereavement and irreparable loss, and that a copy of these resolutions be sent to them by our secretary.

Resolved, That these proceedings be entered in our minutes.

(Attest) W. K. LOTHROP, Secretary.

The railway between Yokohama and Shinagawa—the first railway constructed in Japan—was opened on the 12th of June. The line is worked on the block system, by which accident is rendered impossible. The Stations are plain but substantial, and the arrangements are such that any press of traffic can be easily dealt with.

**Elizabethtown and Paducah Railroad.****PRESIDENT'S REPORT.**

To the Stockholders of the Elizabethtown and Paducah Railroad Company:

The president and directors herewith submit their Fifth Annual Report for the fiscal year ending May 31st, 1872.

Since your last annual meeting eighty-eight miles of the western half of your road has been completed, leaving only four miles of unfinished track to open your road to Paducah. We ventured to predict, in our annual report of 1871, the completion of your road in July of the current year, and but for the annoying delay in raising a part of the superstructure of Tennessee River Bridge and the non arrival of rails in New Orleans within contract time, the hope we then hesitated to express would have been more than realized, and to-day the cars would have been running through to Paducah. The rails necessary for the completion of the road have been landed at Paducah, and the work on the Tennessee River Bridge will be completed during the month of July. In order that the travelling public may have the benefit of a through line, a transfer by means of a steam ferry will at once be established across the Tennessee River until the completion of the bridge.

By reference to the Secretary's report it will be seen that of the \$2,103,000 of mortgage bonds held on June 1st, 1871, only \$18,000 remain in the hands of the company.

Of the \$1,009,900 of county bonds held at that time the company have paid out to contractors the sum of \$377,900, holding \$632,000. We look for a decided improvement in the value of our county bonds as the contractors have ceased flooding the market with them, and as the road grows in public favor and its value is fully realized by the citizens along its line.

There is yet due the company \$81,742 42 from individual stockholders. The leniency extended to stockholders, in both city and counties cannot longer be indulged. The necessities of the company in stocking the road for successful operation, its entire length, and bringing it up to a point where it can be safely worked through the approaching winter, and providing the interest on the mortgage bonds accruing Sept. 1st, will require the closest management and the use of every dollar due the road. Delinquent subscribers must not therefore complain if harsh means be adopted in collecting outstanding subscriptions.

The company has purchased 13½ acres of ground in Paducah since your last meeting and had previously purchased 30 acres in Elizabethtown for depot grounds, machine shops, &c. No steps have been taken toward building machine shops beyond having the plans and specifications prepared for a machine shop at Elizabethtown. The Attorney of the company was instructed to present these plans to the parties at Elizabethtown, who were suing the company to test the validity of the subscription of \$75,000 by said town to the capital stock of your company, and authorized to agree that if they would withdraw the suit the machine shop should be put under contract. This proposition being rejected no further steps have been taken toward building it.

The outlay necessary to place your road in a condition to be operated with safety and comfort, after passing into the hands of the superintendent, together with the ordinary expenses of running a new road have been very great. These extraordinary expenses must continue until the road from Nortonville to Paducah is in as good running order as that portion of it from Elizabethtown to Nortonville.

The local trade from Elizabethtown to Greenville, to which point the road has been in operation for twelve months, has not met our expectations. Larger revenues were confidently anticipated from the vast coal deposits known to exist in Ohio and Muhlenberg counties, but capital and skilled labor were wanting, and the coal famine of last winter in Louisville, which offered great inducements for a speedy development of the coal,

passed away, giving to your company the transportation of only a little over half a million bushels of coal, six fifteenths of the profits went to the Louisville and Nashville road. I am gratified, however to state that many new mines are now being worked by men of means and experience, and the opening of the road to Paducah will give a new and valuable market for the coal of your road.

The completion of the Owensboro and Russellville Railroad to the junction of your road, in the month of July, will add, it is believed, largely to the receipts.

President Weir expresses the fullest confidence in his ability to continue his road to Nashville within a reasonable length of time, which will at once open to your road the travel and traffic centering at that point.

A consolidation of the Paducah and Gulf with the Mississippi River Railroad was effected last autumn, and the work on the road being pressed forward with much energy under the new organization known as the Paducah and Memphis road. Most of the road is now under contract and the remainder will be let in July. One third of the rails have been purchased, and we are informed by President Ex Norton that the road will be completed in twelve months from this date. We cannot over-estimate the importance of this road to your enterprise, affording as it will a most direct connection with Memphis and the whole system of southwestern railroads and an unlimited market for your coal.

The report of the Chief Engineer, George MacLeod Esq., is herewith submitted which contains much information of interest to the stockholders. The full report of the line surveyed from Louisville, via the mouth of Salt River and Grahamton to Leitchfield, and a very accurate map of the same, with a carefully estimated cost of the extension, is also submitted.

The length of this extension will be sixty-five miles, and total cost of road without equipment, \$1,500,000, and it is thought no additional equipment is required to operate this part of the road should it be made.

Your attention is called to the following abstracts from the minutes of the company of Oct. 9th, 1871.

Louisville, Oct. 9th, 1871.

A meeting of the board of directors held this day. Present, W. H. Dulaney, President, Jas. Trabue, J. S. Lithgow, S. B. Thomas, Dennis Long and L. M. Flournoy.

The minutes of the last meeting were read and on motion they were approved.

On motion of Jas. Trabue the following resolutions were offered:

Resolved 1st. That the chief engineer be and he is hereby directed to make, at once, an examination of the various routes for a line of railway from the city of Louisville to some practical point on the Elizabethtown and Paducah Railroad.

2d. That the chief engineer be also directed, so soon as said examination is completed, to place a corps of engineers upon the lines inspected and report as early as practical the cost of the various routes surveyed.

3d. That a committee of this board (the president being the chairman) be appointed to communicate the purpose of this board as indicated in the two foregoing resolutions, to the railroad committees of the two boards of the General Council of the city of Louisville, which were unanimously adopted.

At this important meeting all the members of the board were present except R. A. Robinson and T. L. Barrel, who subsequently fully approved its action.

When these resolutions were adopted there was pending in the General Council of the city of Louisville, an ordinance asking the subscription of \$1,500,000 to build the L. M. & N. O. Air Line Road out of the city of Louisville, through the counties of Jefferson, Hardin, Meade, Breckinridge, Ohio and Muhlenberg, in the direction of Memphis. Your board believed that such

a subscription on the part of the city would not only embarrass your company in the completion of its road, by lessening the value of its bonds, but if built would destroy the future value of your enterprise to its present stockholders.

In consideration of these facts, and in view of what has been considered a vital necessity for two or more years and even anticipated by an amendment to your charter, in February, 1868, (the extension of your road into the city) your board by its unanimous voice directed an ordinance to be presented to the Council, which, if approved by the city and the stockholders of the company, would not only remove all apprehensions of a parallel road being built, but would raise your enterprise from a mere local and tributary road to a great thoroughfare. In the opinion of your board the necessity and advantages of extending your road into Louisville still exists, and the danger which threatens your enterprise from the construction of a road running parallel with your line some 48 miles, and only an average distance of four miles from it, is yet imminent.

In this connection it is proper that the stockholders should know that the board of directors had by resolution respected the opinion and protected the interest of all stockholders, in requiring that the whole action of the board should be submitted to a stockholders meeting for ratification.

The amendments to your charter, approved February 16th, 1872, and March 27th, 1872, are herewith submitted for your acceptance or rejection. The amendment of March 27, 1872, regulating the tariff of your road, is considered ambiguous and may lead to much litigation and should therefore be carefully considered. The board acknowledge their obligations to the Secretary and Treasurer, A. A. Gordon, and the Assistant Secretary, Robert Howe, for a faithful and efficient discharge of their respective duties, also to Superintendent, D. Brock, whose report is herewith submitted, for the able and energetic attention given to the practical working of the road. To the Chief Engineer, George MacLeod, your company is largely indebted for this gigantic enterprise, so full of promise, a monument to his science and skill. With untiring energy he has marked out the pathway of your road, and brought to successful completion the work you have watched with deepest interest.

W. H. DULANEY,  
President.

**SECRETARY AND TREASURER'S REPORT.**

Construction.....	\$4,689,043 29
Motive power and rolling stock.....	280,593 39
Interest and discount.....	595,668 66
Leitchfield survey.....	6,087 85
Profit and loss.....	17,925 41
	\$5,589,318 80
Cash.....	45,750 03
County bonds on hand.....	632,000 00
L. & N. R. R. Stock.....	\$12,207 00
Bills receivable.....	2,456 45
Real estate.....	5,183 94
Shop and fuel stock.....	6,630 98
	26,478 37
Due by counties.....	86,213 51
Due by sundry persons.....	2,121 78
Due by stockholders.....	81,742 42
	\$6,463,624 97
Capital stock.....	\$3,107,050 00
First mortgage bonds.....	2,982,000 00
Bills payable.....	118,877 17
Due Drexel, Morgan & Co. for rails.....	177,632 20
Due contractors, (reserve account).....	74,605 54
Due sundry persons.....	2,670 42
Due Grayson County.....	789 58
	\$6,463,624 91

A. A. GORDON, Sec'y and Treas.

The Poughkeepsie and Eastern Railroad will be completed to Millerton, Ct., by the first of October.



**Iowa Railroads.**

The following statement of the railroads of Iowa has just been made by the Census Board of the State:

Statement showing the number of roads, number of miles of main track, and gross earnings for the year ending Dec. 31, 1871:

	No. miles m. track.	Gross Earnings.
*Chicago, Iowa & Nebraska. 81.30		\$890,498 75
*Cedar Rapids and Missouri. 273.71		1,379,540 55
*Iowa Midland. .... 66.80		53,428 59
Chicago and Northwestern. 423.81		2,323,467 89
†Chicago, Rock Island and Pacific. .... 367.87		1,975,792 98
†Chicago and Southwestern. 128.87		183,450 00
†Des Moines and Indianola. 22.62		2,330 63
Chicago, Rock Island and Pacific. .... 519.37		2,161,573 61
Dubuque and Sioux City. 142.85		945,247 37
Iowa Falls and Sioux City. 183.64		282,277 90
Iowa Falls and Minnesota. 75.56		121,146 08
Illinois Central. .... 402.04		1,348,701 35
Creston Branch Burlington and Missouri. .... 42.67		1,087 73
Burlington and Missouri Riv. 349.59		2,545,390 10
Burlington and Missouri. .... 23.29		.....
Dubuque Southwestern. .... 54.76		161,547 86
Des Moines Valley. .... 248.49		771,962 42
Kansas City, St. Joseph and Council Bluffs. .... 52.05		225,065 42
Burlington, Cedar Rapids and Minnesota. .... 219.00		499,472 33
Burlington and Southern. .... 59.65		10,878 48
Sioux City and Pacific. .... 79.86		152,824 09
Central Railroad of Iowa. .... 189.14		418,790 12
Keokuk and St. Paul. .... 42.46		152,487 58
Davenport and St. Paul. .... 43.00		61,117 13
Sabula, Ackley and Dakota. 51.75		12,215 59
Milwaukee and St. Paul. .... 247.00		808,295 56
Chicago, Dubuque and Minnesota. .... 56.76		9,704 70

\*Operated by the Chicago and Northwestern railway, and the total appears in the statement of that company.

†Operated by the Chicago, Rock Island and Pacific railroad, and the total appears in the statement of that company.

☞ The Sodus Point and Southern Railroad, extending from Sodus Point, on Lake Ontario, to Newark, N. Y., a distance of 35 miles, is now open for business. The officers of the company, just elected, are: S. K. Williams, President; R. F. Norris, Vice President; F. A. Bassler, Treasurer; C. A. Rusey, Financial Agent, and C. E. Pomeroy, B. F. Rogers, E. Granger, E. Mather, C. Dawson, W. A. Connett, L. R. Rose, W. S. Turner, C. M. Atkins, and E. Blackman, Directors.

☞ Six railroads are now running into Keokuk, Iowa, viz: Toledo, Wabash and Western; Toledo, Peoria and Warsaw; Mississippi Valley and Western; Chicago, Burlington and Quincy; Missouri, Iowa and Nebraska; and Des Moines Valley, while one or two others are under process of construction, which taken in connection with the Mississippi river, affords rare import and export facilities.

☞ Two new locomotives have been ordered for the Marietta and Pittsburg Railroad. The cars will be running to Cambridge from Marietta by the middle of September. The whole work is progressing satisfactorily.

☞ The people of White Oak township, Highland Co., Ohio, have voted, 109 to 28, to appropriate \$23,800 toward building the Columbus and Marysville Railroad.

**Narrow Gauge Suspension Railway.**

A narrow gauge suspension railway, eighteen inches wide and one mile in length, has been laid at the Aldershott Camp, England, as an experiment. This railway is specially calculated to meet military requirements and consists of a continuous structure formed of wood or iron. A single row of pillars stand at intervals along the line, the lower ends resting upon wooden sleepers, and being steadied by diagonal struts. The lengths of the pillars vary from three to thirty feet, according to the contour of the ground. The superstructure consists of two longitudinal beams of wood or iron placed side by side, with a distance of eighteen inches between them, and bolted to, strutted from and supported by the pillars. These longitudinal beams form continuous sleepers and carry four rails, two on their upper surfaces and two on their outer sides. The surface rails are of iron, and carry the train. The side rails are of wood or iron, are nailed along the beams, near the lower edges, and act as guides for the horizontal wheels of the wagons. Where sidings occur, the switches are formed by making a twenty-foot length of the railway to pivot on one end, while the other end, resting on a pair of rollers, travels from the main line to the siding. The carriages are suspended below the axles, and are furnished with horizontal wheels running against the guide rails. The locomotive is specially designed for traveling on this peculiar track. Several miles of this road are to be laid down about the camps at Aldershott, and the soldiers at leisure times are to be exercised in taking the structures down and putting them up again for military transport service. Aldershott, it may be mentioned, is a large, permanent camp, with barracks, situated about thirty-five miles southwest of London.

☞ The *Ellicott City News* says: "It is credibly reported that parties are already at work upon a preliminary survey of the new railroad from Baltimore to this city. The Canton Coal Company are the principal corporators of the work, and it is understood that they are prepared to push it through at once. Various conjectures as to the exact route are afloat, one report having it that the new road will be extended through this county to the Potomac river."

☞ Work has been suspended on that portion of the Pembina branch of the St. Paul and Pacific road between Alexandria and Glyndon, the point of junction with the Northern Pacific on the Red River. The grading and track laying as far as Alexandria will be completed as fast as possible.

☞ Application will be made to the next Vermont Legislature for a continuous line of railway through the centre of the State, from Newport on the north, through Montpelier, Chelsea, Woodstock and Cavendish, to Brattleboro' on the south.

☞ The Silver mining Company of Silver Islet, Lake Superior, have declared a dividend of \$2 per share, payable September 3.

☞ There is a probability of a branch of the Dubuque and Minnesota Railroad being built up the Black River Valley, in Wisconsin.

☞ Engineers of the Milwaukee and Northern Railway are now surveying a line from Menasha to Appleton.

☞ Track-laying on the Turkey Valley Branch of the Chicago, Dubuque and Minnesota Railroad has been resumed and is progressing rapidly.

**\$5,000,000.**

PRIME INVESTMENT  
AT A  
LOW PRICE  
THE  
**CHICAGO**  
AND  
**CANADA SOUTHERN**  
First Mortgage Sinking Fund  
30 Years'  
**7 PER CENT. GOLD BONDS**  
AT  
90 AND ACCRUED INTEREST.  
Interest Payable April and  
October at Union Trust  
Company.

This road is the western link in the new AIR LINE from BUFFALO to CHICAGO, and runs from the Detroit River to Chicago in nearly a straight line.

The road is a part of the same line as the Canada Southern, and is being built by the same men, viz: Milton Courtwright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnham, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors either in the Chicago and Northwestern, or the Chicago, Rock Island and Pacific; Geo. Opdyke, of the Midland Road; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men.

The Road, like the Canada Southern, will have steel rails (60 pounds to the yard) throughout; is practically straight and level; much shorter, and can be run more quickly and with greater safety than any other road connecting Buffalo and Chicago.

Twenty-five miles are finished and running; seventy-five miles more are so far advanced as to be finished by January 1st, and the entire road will be completed during the ensuing year. Steel rails and ties for one-half the entire road have already been purchased.

The builders of the road control enough of its Chicago feeders to obtain for it a profitable business from the start, having projected the line to accommodate existing business, and having seen the necessity for another trunk line between Chicago and the Atlantic seaboard, located expressly with the view of obtaining the cheapest transportation practicable.

The branch lines will make the shortest connections between Chicago and Toledo, and Chicago and Detroit, as well as between all these points and Buffalo.

The Canada Southern Bonds in every particular like these, were eagerly taken, the last of them several weeks ago, by the best class of investors, and were on the market a shorter time than any other railroad loan of like amount for years past.

The proceeds of these bonds will complete the entire line, and we recommend them with the same confidence as we did the Canada Southern, and regard them as in every way a choice security.

Pamphlets and all information furnished by

**Winslow, Lanier & Co.,**  
BANKERS,  
NO. 27 PINE STREET.

**Leonard, Sheldon & Foster**  
BANKERS,  
NO. 10 WALL STREET

## RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,553
1868.....	64,463	86,937	81,396	96,481	106,836	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	556,080	556,080	532,657	511,854	609,788	579,642	535,306	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	788,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	634,480	546,487	863,050	951,200	1,221,625	1,222,140	1,175,295	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866.....	250,503	275,283	299,003	258,480	322,278	355,270	335,985	409,251	401,253	357,956	307,919	236,824	3,840,092
1867.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,066,153
1868.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1869.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,043
1870.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,891	4,681,563
1871.....	281,109	316,037	342,897	345,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1872.....	353,235	342,309	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1873.....	372,316	329,170	378,021	381,944	440,457	435,192	482,987	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866.....	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	679,000	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,607	1,107,094	1,001,987	15,385,171
1869.....	892,093	830,287	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,555,467	13,555,467
1870.....	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,084,938	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871.....	655,423	602,482	774,934	787,641	1,094,101	952,899	851,846	1,009,337	1,281,571	1,047,818	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,205	236,160	242,509	236,435	198,950	203,696	218,347	271,425	287,451	293,266	262,798	230,061	2,918,342
1869.....	204,112	180,840	241,552	247,661	241,456	259,408	263,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1870.....	203,069	226,897	244,182	246,648	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	327,538	318,626	354,766	366,960	378,493	.....	219,059	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	516,608	460,575	460,575	617,682	578,403	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	477,027	516,493	625,242	709,327	738,530	823,901	727,810	613,329	517,692	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,530	685,401	681,041	8,517,629
1869.....	659,138	524,693	709,445	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,451
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	890,052	901,235	903,225	811,708	697,717	8,075,958
1871.....	624,744	529,617	565,598	620,228	713,162	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1872.....	642,466	627,098	572,176	547,988	636,373	641,410	616,680	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867.....	94,136	92,768	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	91,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869.....	95,517	91,666	105,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,999	163,531	144,023	141,376	1,418,869
1871.....	130,853	126,224	140,740	118,173	119,650	115,115	118,572	187,341	166,191	175,438	172,567	169,820	1,090,714
1872.....	152,577	142,408	150,784	145,558	158,717	154,587	149,550	.....	.....	.....	.....	.....	.....
Michigan Central:													
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,996	359,648	429,161	493,640	414,604	308,669	4,260,116
1867.....	304,095	283,661	375,210	362,783	333,952	294,977	313,021	399,993	464,778	506,296	412,934	336,373	4,371,033
1868.....	343,316	304,315	326,880	415,768	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,660	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	384,431	412,030	403,283	363,187	326,891	378,880	487,990	511,447	453,573	387,927	4,755,968
1871.....	418,755	442,665	441,695	470,703	480,547	427,096	422,515	629,890	628,660	582,802	533,606	.....	.....
1872.....	605,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,350	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,717,646
1869.....	454,590	400,284	420,951	460,844	678,923	586,531	525,547	724,732	1,040,102	801,135	496,593	7,250,069	7,250,069
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	629,758	7,420,421
1871.....	488,884	387,431	400,149	483,884	602,368	658,017	481,113	606,557	815,346	841,150	644,625	473,295	6,990,695
1872.....	460,985	387,525	426,192	474,188	580,432	591,901	488,348	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,795,005
1866.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,350,633
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,621	365,371	379,367	336,066	272,053	3,450,319
1868.....	252,149	231,351	265,905	252,149	204,620	194,455	287,557	307,122	328,329	274,637	233,561	294,041	2,964,041
1869.....	180,366	216,080	221,459	214,409	223,236	192,564	275,220	292,803	323,044	298,027	254,896	291,543	2,915,543
1870.....	196,787	218,234	253,065	270,934	246,266	219,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871.....	245,982	258,554	384,599	243,650	222,263	189,241	211,352	289,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	234,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870.....	202,447	250,617	294,874	280,550	283,22								



**Bridge over the Mississippi River.**

AN ACT to authorize the construction of a bridge across the Mississippi river at or near the city of Red Wing, in the State of Minnesota, and to establish it as a postroad.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for any person or persons, company or corporation, being first thereto authorized by the legislatures of Minnesota and Wisconsin respectively, to build a bridge across the Mississippi river, at or near the city of Red Wing, in the state of Minnesota, and to lay on or over said bridge railway tracks for the more perfect connection of any railroads that are, or shall be, constructed to the said river at or opposite said point, under the limitations and conditions hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction, or alleged obstruction, to the free navigation of said river, the cause may be tried before any district court of the United States of any State in which any portion of said obstructions or bridge touches.

Section 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a drawbridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation, in any case, than fifty feet above extreme high water mark, as understood at the point of location, to the bottom chord of the bridge; nor shall the spans of said bridge be less than two hundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of the river and the main span shall be over the main channel of the river, and not less than three hundred feet in length: *And provided also*, That if any bridge built under this act shall be constructed as a drawbridge, the same shall be constructed as a pivot drawbridge with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred and sixty feet in length in the clear on each side of the central or pivot pier of the draw; and the next adjoining spans to the draw shall not be less than two hundred and fifty feet; and said spans shall not be less than thirty feet above low-water mark, and not less than ten above extreme high-water mark, measuring to the bottom chord of the bridge; and the piers of said bridge shall be parallel with the current of the river: *And provided also*, That said draw shall be opened promptly, upon reasonable signal, for the passage of boats; and in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

Section 3. That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be known and recognized as a post-route, upon which, also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for their transportation over the railroads or public highways leading to the said bridge, and the United States shall have the right of way for postal-telegraph purposes across said bridge.

Section 4. That all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties in case they shall not agree.

Section 5. That the plans and specifications, with the necessary drawings of said bridge, shall be submitted to the Secretary of War for his approval, and until he approve the plan and location of said bridge it shall not be built or com-

menced; and should any change be made in the plan of said bridge during the progress of the work thereon, such changes shall be subject to the approval of the Secretary of War; and all changes in the construction of said bridge that may be directed by Congress shall be made at the cost and expense of the owners thereof.

Section 6. That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river by the construction of bridges, is hereby expressly reserved.

Approved June 10, 1872.

**Iron versus Steel.**

The following extract from an article in the *Journal of the Franklin Institute* for July seems to show iron to be in some respects superior to steel, but for rails we believe steel still reigns supreme.

"So loud, of late, have been the praises of steel over iron, and so general the confidence in it, that only the minor shafts of the great (St. Louis) bridge were designed to be of iron; the remainder, embracing the more important parts were to be of steel. In order to be assured of the excellence of every portion of the structure the engineer in charge, not content with the results obtained from the straining of small sections, determined to subject every shaft supplied to a similar strain; and for this purpose constructed an enormous hydraulic testing machine. Thirty-two shafts, each nearly forty feet long, and weighing nearly two tons, were furnished by Messrs. Macpherson, Willard, and Co., the well-known iron forgers. These were subjected to a strain of about 300 tons without stretching—a strain so nearly approaching the resistance of sound iron that a slight flaw in any of them would have caused rupture; a fact which speaks well for the excellence of the work. With the steel shafts, from which so much was expected, the result was very different. Many of them snapped under strains in some cases even less than those which the iron ones stood perfectly, and so great became the distrust of them, that the forge was ordered to proceed with more iron ones to take the place of steel, and have now furnished nearly a hundred without a single failure. These results also emphasize, if they do not inaugurate, a tendency in the engineering world to return from steel to iron when employed in large masses. We have long known all about steel in small sections, but till recently no large masses of steel could be produced, and this series of tests by Captain Eads is the first instance on record of attempts to ascertain whether the known laws of strength of small sections hold good in large masses of either wrought-iron or steel. A practical comparison of the two metals was made two years ago on the C. & A. R. boat "Red Jacket," with its two screws—the shafts being of equal size, one steel, one iron. The steel one twisted off in a week, while the two iron ones (one now replacing steel) both made here, have been running ever since. What the difficulty is with steel in the large mass is not clear, but the long list of failures of steel guns confirm the facts. Krupp, the great Prussian steel maker, has already abandoned the solid forged steel gun. The matter is exciting considerable interest in the engineering fraternity and journals, and in practice, for large masses, there is a probable return for the present, to the old-fashioned wrought iron in vogue ever since the days of Tubal Cain."

The following gentlemen were chosen directors of the Maryland and Delaware Canal on the 23d inst: Horace B. Tebbetts, C. B. Smith, Gerhard Jansen and Gen. Stabel, of New York, and Levin Woolford, Robert Lehr and John W. Garrett, of Maryland. The directors afterwards organized by the election of Mr. Tebbetts as president and Mr. Emil Sauer, president of the German American Bank, New York, as treasurer.

**THE INDIANA**

AND

**ILLINOIS CENTRAL**

RAILWAY COMPANY'S

**First Mortgage 7 Per Cent.**

SINKING FUND

**GOLD BONDS,**  
**FREE OF GOVERNMENT TAX.**

*An East and West Air Line of 152 Miles,  
Indianapolis, Ind., to Decatur, Ill.*

This road passes through a belt of the best settled and richest agricultural and mineral country of Indiana and Illinois, averaging thirty miles in width, with no other East and West Railway built or projected through it. It crosses, in Parke and Vermillion counties, the rich

**BLOCK COAL FIELD**

of Indiana, which alone will supply an ample business.

Thirty miles through Douglas County, Ill., just completed, opened and paid for.

Whole Western Division, Montezuma to Decatur, 85 miles; to be finished in 1872. Grading nearly done and materials (except iron) already procured; Bridge over Wabash ready for superstructure.

Eastern Division, 67 miles, partly graded and to be finished in 1873.

**\$1,300,000 in cash already expended on the road, and \$1,500,000 remaining to be called from 20 subscribers, among whom are W. H. Guion, Sidney Dillon, Jay Cooke & Co., Clark Dodge & Co., J. Seligman, Vibbard, Foote & Co., and Paul S. Forbes, of New York; Benj. E. Bates of Boston, Henry Lewis of Philadelphia, and G. M. Pullman of Chicago.**

Besides its right of way, the Company owns 32,000 acres of land, chiefly in Indiana, of which 2,000 acres are the best **BLOCK COAL LANDS**. It has also **SUBSCRIPTIONS IN BONDS AND CASH** from counties, towns, and individuals of \$700,000.

The road connects at both termini with the most important **THROUGH RAILWAY LINES** of the West, and being by many miles shorter than any other line, will be indispensable to them, while its local business alone will insure good dividends on its stock.

Bonds, \$1,000 each, payable to Union Trust Co., Trustee or bearer, July 1, 1901, in gold coin. Coupons, also in gold, payable Jan. 1 and July 1, in New York, or at Union Bank of London, at fixed exchange of £7 sterling.

**SINKING FUND** of 2½ per cent. a year on gross earnings to be invested by Trustee in bonds at not exceeding par.

For sale at 90 and accrued interest by the Financial Agents of the Company.

**Walker, Andrews & CO.,**  
14 Wall-st.

The iron on the St. Paul and Sioux City Railroad is now laid to a point within twenty-one miles of LeMars, where they make a junction with the Illinois Central, using a joint track to Dubuque. The track is being laid at the rate of a mile a day, and it is expected to reach Dubuque by September 1.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	\$3,087,800	J. & J.	July '72 34	Little Miami. 50	\$5,871,450	J. A. J. O.	July '72 2	Warren (N. J.) 100	\$1,800,000	J. & D.	Dec. '71 34
Allegheny Valley 50	2,266,350	J. & J.	July '71 4	Little Schuylkill 50	2,640,100	J. & J.	July '72 34	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlanta and West Point 100	1,232,200	J. & J.	July '71 4	Long Island 50	3,000,000	M. & S.	Sept. '71 3	West Jersey 100	1,209,000	F. & A.	Feb. '72 4
Atlantic and Gulf 100	3,691,200	J. & J.	July '71 34	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Winchester & Potomac 100	180,000	J. & J.	July '72 3
Atlantic and St. Law. 100	821,684	J. & J.	July '71 34	Louisville & Nashville 100	848,700	F. & A.	Aug. '72 4	Winchester & Strasburg 100	600,000	J. & J.	July '72 34
Avon, Genesee & Mt. M. 100	1,500,000	J. & J.	Sept. '72 2	Louisv., N. Alb. & Chi. 100	8,680,912	F. & A.	Aug. '72 4	Worcester and Nashua. 75	1,400,555	J. & J.	July '72 34
Baltimore and Ohio 100	194,250	A. & O.	Apr. '72 14	Lowell and Lawrence 100	3,000,000	J. & D.	Dec. '70 3	HORSE-POWER. R. R.			
Washington Br. 100	1,050,000	A. & O.	Apr. '72 5	Lykens Valley 20	200,000	F. M. A. N.	May '72 24	Albany City 100	110,330	— & —	— 24
Harkersburg Br. pref. 50	5,680,085	J. A. J. O.	July '72 14	Macon and Western 100	2,600,000	J. & D.	Dec. '71 5	Baltimore City 100	800,000	F. & A.	Aug. '72 1
Berkshire 100	600,000	J. A. J. O.	July '72 14	Maine Central 100	3,400,500	— & —	—	Bleecker St. & Fy. (N.Y.) 100	900,000	— & —	—
Blossburg & Corning 50	250,000	J. & U.	June '72 24	Manchester and Law. 100	1,000,000	M. & N.	May '72 5	Boston and Chelsea 100	110,000	A. & O.	Apr. '72 4
Boston and Albany 100	19,681,100	M. & N.	May '72 5	Marietta & Cincinnati 100	1,372,891	— & —	—	Broadway (Brooklyn) 100	200,000	J. A. J. O.	July '72 3
Bos., Cin. & Fitchb. pref. 100	683,200	— & —	—	Massachusetts 100	5,130,719	M. & S.	Sep. '66 8s	Broadw. & 7th St. (N.Y.) 100	2,100,000	J. & D.	Jun. '70
Agricultural Br. guar. 100	60,000	J. & J.	July '71 3	Massachusetts 100	4,400,388	M. & S.	Sep. '66 8s	Brooklyn City 100	1,500,000	F. M. A. N.	Nov. '71 3
Boat, Cone. & Mont. pref. 100	800,000	M. & N.	May '72 3	Memphis & Charleston 25	5,312,725	F. & A.	Aug. '72 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Boston and Lowell 500	2,215,000	J. & J.	July '72 4	Michigan Central 100	14,665,848	J. & J.	Jan. '69 3	Brooklyn and Jamaica 100	488,100	— & —	—
Boston and Maine 100	5,000,000	M. & N.	May '72 5	Mill Creek & Minehill 50	323,375	J. & J.	July '72 5	Bushwick (Brooklyn) 100	302,000	J. & J.	July '71 34
Boston and Providence 100	3,950,000	M. & N.	May '72 5	Millwaukee and St. Paul 100	11,822,878	J. & J.	Dec. '70 7s	Cambridge 100	727,800	A. & O.	Apr. '72 4
Buffalo, N. Y. and Erie 100	500,000	J. & D.	June '72 34	M. Hill & Schuyl. Hav. 50	10,825,103	F. & A.	Aug. '72 34	Can. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
Burlington and Mo. Riv. 100	1,380,000	J. & J.	July '72 4	Morris and Essex 50	11,900,950	J. & J.	July '72 34	Citizens' (Phil.) 50	600,000	J. & J.	July '72 7
Camden and Amboy 100	5,847,900	J. A. J. O.	July '72 24	Nashua and Lowell 100	800,000	M. & N.	May '72 5	Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Camden and Atlantic 50	377,100	— & —	—	Naugatuck 100	1,864,400	F. & A.	Feb. '71 5	Coney Island & Hook 100	500,000	— & —	—
Cape Cod 50	752,700	— & —	—	Nesquehoning Valley 50	1,000,000	M. & S.	Sep. '72 5	D. Dock, E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	Aug. '72 2
Cape May and Millville 50	915,577	J. & J.	Jan. '72 24	Newark and N. York 100	977,470	J. & J.	Jan. '72 34	Eighth Avenue (N.Y.) 100	1,000,000	J. A. J. O.	Oct. '71 3
Cape May and Millville 50	447,000	J. & D.	June '72 3	N. Bedford & Taunton 100	500,000	M. & N.	May '72 4	Elizabeth and Newark 100	200,000	— & —	—
Catawissa & Fogelsv. 50	425,000	Novemb.	Nov. '71 6	N. Castle & Beaver Val. 50	1,800,000	J. & J.	Aug. '69 12s	42nd St. & G. St. Ferry 100	748,000	M. & N.	Nov. '71 5
Catawissa 50	1,119,800	— & —	—	N. Haven & Northamp. 100	605,000	J. A. J. O.	Sep. '72 3	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '72 4
Cayuga and Susq. 50	2,200,000	M. & N.	May '72 34	New Jersey 100	7,295,200	J. A. J. O.	July '72 24	Germantown (Ph.) 50	1,000,000	J. & J.	July '72 3
Cedar Rapids & Mo. R. 100	6,850,400	M. & N.	May '72 1	New London Northern 100	1,003,500	J. & J.	Jan. '72 4	Girard College (Ph.) 50	500,000	J. & J.	July '72 3
Central of Georgia 100	4,660,500	J. & D.	June '72 5	N. Y. Cen. & Hudson R. 100	45,000,000	A. & O.	Apr. '72 4	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Central of New Jersey 100	15,000,000	J. A. J. O.	July '72 24	— " — Certif. 100	44,428,330	A. & O.	Apr. '72 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Central Ohio 50	2,425,000	J. & D.	June '72 3	New York and Harlem 100	8,500,000	J. & J.	July '72 4	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Chemung 100	380,000	J. A. J. O.	July '72 14	— " — pref. 100	1,500,000	J. & J.	July '72 4	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2	N. York & New Haven 100	9,000,000	J. & J.	July '72 5	Lynn and Boston 100	200,000	— & —	—
Chicago and Alton 100	8,925,500	M. & S.	Sept. '72 5	N. Y. Provid. & Boston 100	2,000,000	J. A. J. O.	July '72 24	Malden and Melrose 100	200,000	— & —	—
— " — pref. 100	2,425,400	M. & S.	Sept. '72 5	Nig. Bridge & Canand 100	1,000,000	J. & J.	July '72 3	Metropolitan (Boston) 100	1,250,000	J. & J.	July '72 5
Chicago, Burl. & Quincy 100	20,000,000	M. & S.	Mar. '72 5	North Carolina 100	4,000,000	irregular.	July '72 5	Middlesex (Boston) 100	400,000	A. & O.	Apr. '72 3
Chicago, Iowa & Nebras 100	3,916,330	J. & J.	July '72 4	N. Eastern (N.C.) pref. 100	111,000	M. & N.	May '67 4	Ninth Avenue (N. Y.) 100	797,320	— & —	—
Chicago & N. Western 100	14,720,950	J. & D.	June '71 4	North Pennsylvania 50	3,150,150	January.	Jan. '72 5	Orange and Newark 100	282,555	— & —	—
— " — pref. 100	20,415,013	J. & D.	June '72 34	Northern Central 100	5,000,000	M. & N.	May '72 4	Philadelphia City 50	750,000	J. & J.	July '71 3
Chicago, R. I. & Pacific 100	19,000,000	A. & O.	Apr. '72 4	Northern N. Hampsh. 100	3,068,400	J. & D.	June '72 4	Philad. and Grey's Ferry 50	284,775	J. & J.	July '72 34
Cin. Ham. & Dayton 100	3,500,000	A. & O.	Apr. '72 4	Northern New Jersey 100	1,000,000	J. & J.	Jan. '72 4	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Cin. Sand. and Cleve. 50	2,967,830	— & —	—	Norwich & Worcester 100	2,264,400	J. & J.	July '72 5	Second Avenue (N.Y.) 100	888,100	J. A. J. O.	July '72 2
— " — pref. 50	428,440	M. & N.	May '72 3	Ogdensb. & L. Champ. 100	3,051,800	J. & J.	July '72 34	Second & Third Sts. (Ph.) 50	962,100	J. & J.	July '72 5
Clev. Col. Cin. & Ind. 100	13,914,000	F. & A.	Aug. '72 34	Ohio and Mississippi 100	19,995,847	A. & O.	Apr. '72 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Cleveland & Mahoning 50	2,057,569	M. & N.	Aug. '72 34	Oil Cr. & Allegheny R. 50	4,259,550	J. & D.	June '72 34	Sixth Avenue (N. Y.) 50	750,000	M. & N.	May '71 5
Cleveland & Pittsburgh 50	7,494,588	F. M. A. N.	May '72 24	Old Colony & Newport 100	4,959,020	J. & J.	July '72 34	Third Avenue (N. Y.) 100	1,170,000	F. M. A. N.	Aug. '71 4
Col. Chic. & Ind. Cen. 100	13,000,000	J. A. J. O.	July '72 24	Oswego and Syracuse 100	482,400	J. & J.	July '72 34	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '72 14
Columbus and Xenia 50	1,788,800	M. J. S. D.	Mar. '72 2	Pacific of Missouri 100	3,635,750	F. & A.	Feb. '72 4	Somerville (Boston) 100	75,000	M. & N.	May '72 3
Colum. & Hocking Val. 100	848,964	F. & A.	Aug. '72 5	Panama 100	7,000,000	J. A. J. O.	July '72 24	South Boston 100	400,000	J. A. J. O.	July '72 4
Concord 100	1,600,000	M. & N.	May '72 5	Paterson and Hudson 100	630,000	J. & J.	July '72 4	Union (Boston) 100	200,000	— & —	—
Concord and Port. 100	350,000	J. & J.	July '72 34	Paterson and Newark 100	500,000	J. & J.	July '72 2	Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
Conn. & Pussan p. Riv. 100	2,084,200	F. & A.	Aug. '72 3	Paterson and Ramapo 100	245,000	J. & J.	July '72 2	West Philadelphia 50	400,000	J. & J.	July '72 8
Connecticut River 100	1,700,000	J. & J.	July '72 5	Pemb. & Hightstown 50	242,150	J. & J.	Jan. '71 3	CANALS.			
Cooperstown and Susq. 100	307,383	— & —	—	Pennsylvania 50	39,500,000	M. & N.	May '72 5	Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Cumberland Valley 100	1,325,000	A. & O.	Apr. '72 4	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '72 4	Chesapeake and Ohio 25	8,229,594	— & —	—
Danbury and Newfalls 50	400,000	M. J. S. D.	Dec. '71 4	Philadelphia and Erie 50	4,004,300	J. & J.	Jan. '72 4	Delaware Division 50	1,635,350	F. & A.	Aug. '72 4
Delaware 50	1,230,941	J. & J.	Jan. '72 3	— " — pref. 50	1,626,250	M. J. S. D.	June '72 3	Delaware and Hudson 100	15,000,000	F. & A.	Aug. '72 5
Del., Lackaw. & Westn. 50	18,508,850	J. A. J. O.	July '72 24	Phil. Ger. & Norristown 50	30,401,600	J. & J.	July '72 5	Delaware and Harlan 100	5,847,400	J. A. J. O.	July '72 24
Detroit & Milwaukee 50	452,350	J. & J.	Jan. '72 2	Phila. and Trenton 100	1,259,100	J. A. J. O.	July '72 24	Erie of Pennsylvania 50	64,000	— & —	—
— " — pref. 50	2,095,000	J. & J.	Jan. '72 2	Phila. Wil. & Balt. 50	9,562,550	J. & J.	July '72 4	Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Dubuque & Sioux City 100	5,000,000	J. & J.	Jan. '72 2	Pittsb. Ft. W. & Chi. 100	19,714,285	J. A. J. O.	July '72 14	Monongahela Navigat. 50	1,003,500	J. & J.	July '71 5
East Pennsylvania 50	1,309,200	J. & J.	Jan. '72 4	— " — Special Imp. 100	2,000,000	J. A. J. O.	July '72 14	Morris (consolidated) 100	1,025,000	F. & A.	Aug. '72 2
East Mahanoy 50	392,950	J. & J.	Jan. '72 3	Phila. and Reading 50	30,401,600	J. & J.	July '72 5	— (preferred) 100	1,175,000	F. & A.	Aug. '72 5
Eastern (Mass.) 100	4,062,500	J. & J.	July '71 4	Phila. and Trenton 100	1,259,100	J. A. J. O.	July '72 24	Pennsylvania 50	4,337,950	— & —	—
Eastern (N. H.) 100	492,500	J. & J.	July '71 4	Pittsfield & N. Adams 100	41,000	J. & J.	July '72 3	Schuyl. Nav. (common) 50	1,908,207	F. & A.	Feb. '72 50c
Elmira, Jef. & Canand 100	600,000	F. & A.	Aug. '72 24	Portland and Kennebec 100	616,700	J. & J.	Jan. '72 3	— " (ref.) 50	2,838,977	F. & A.	Feb. '72 50c
Elmira & Williamsport 50	500,000	M. & N.	May '72 24	Yarmouth certificates 100	202,400	A. & O.	Apr. '72 3	Susq. and Tide Water 50	2,002,748	— & —	—
— " — pref. 50	500,000	F. & A.	Aug. '72 24	Portl. Saco & Portsm. 100	1,500,000	J. & J.	July '72 5	Union 100	50	— & —	—
Erie Railway 100	78,000,000	F. & A.	Feb. '68 4	Providence & Worcester 100	2,000,000	J. & J.	July '72 5	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65
— " — pref. 100	8,539,910	J. & J.	July '72 34	Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6	MISCELLANEOUS.			
Erie and Pittsburgh 50	1,090,250	M. J. S. D.	Sept. '72 14	Rensselaer & Saratoga 100	6,000,000	J. & J.	July '72 34	Adams Express 100	10,000,000	M. J. S. D.	Sept. '72 2
Fitchburg 100	3,540,000	J. & J.	July '72 4	Roch. & Genesee Val. 100	557,500	— & —	—	American Coal 25	1,500,000	M. & S.	Mar. '72 3
Georgia 100	4,165,000	J. & J.	July '72 4	Rome, Watert. and Ogd. 100	2,997,800	J. & J.	July '72 4	Am. Merch. Union Exp. 100	18,000,000	J. & J.	Jan. '72 3
Grand River Val. guar 100	1,000,000	— & —	—	Rutland 100	2,700,000	— & —	—	Ashburton Coal 50	2,500,000	J. & D.	Dec. '68 4
Grand Trunk, (Ca.) 100	14,367,946	— & —	—	— " — preferred 100	4,300,000	F. & A.	Aug. '72 34	Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 24
Great Western, (Ca.) 100	19,237,404	A. & O.	Apr. '72 3	St. Croix and Penobscot 100	100,000	J. & J.	July '71 2	Brunswick City 100	1,000,000	— & —	—
Hannibal & St. Joseph 100	4,151,700	F. & A.	Aug. '70 34	St. L., Alt. & T. Haute 100	2,300,000	— & —	—	Butler Coal 100	500,000	J. & D.	Dec. '69 85c
— " — pref. 100	5,978,224	M. & N.	May '72 5	— " — pref. 100	2,040,000	May.	May '68 7	Canton 100	731,250	— & —	—
Hanover Branch, (ra.) 50	4										



## 1105

	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
National Securities Aug. 1, 1872.											
Loan of June 14, 1868 .....	registered	\$8,045,000	5	Jan. & July.	1874 109 1/2	Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	103 1/2
Loan of February 8, 1861 .....	coupon	13,955,000	5	Jan. & July.	1874 110	.. —Defense Loan Bonds.....	3,661,388	5	" " " "	1883	103 1/2
Loan of February 8, 1861 .....	registered	13,737,000	5	Jan. & July.	1880 110	.. —Southern Relief Bonds.....	100,000	5	" " " "	1873	103 1/2
.. .. .. coupon		4,678,000	5	Jan. & July.	1880 116 1/2	Massachusetts—State Scrip .....	324,000	5	Jan. & July.	74-78	103 1/2
Oregon War Bonds of March 2, 1861 .....	coupon	945,000	5	Jan. & July.	1881 109 1/2	.. .. ..	275,000	5	April & Oct.	73-74	103 1/2
Loan of July 1, and Aug. 3, 1861 .....	registered	125,331,450	5	Jan. & July.	1881 110 1/2	.. .. ..	320,000	5	May & Nov.	72-80	98 1/2
.. .. .. coupon		63,989,750	5	Jan. & July.	1881 116 1/2	.. .. ..	135,000	5	June & Dec.	72-77	107 1/2
Loan of Feb. 25, 1862 (5-20s) .....	registered	33,821,300	5	May & Nov.	1882 116 1/2	.. —Union Fund Loan of 1861 .....	3,000,000	5	Jan. & July.	71-76	107 1/2
.. .. .. coupon		240,098,750	5	May & Nov.	1882 114 1/2	.. .. .. of 1863 .....	600,000	5	" " " "	77-78	107 1/2
Loan of March 3, 1862 .....	registered	53,427,850	5	Jan. & July.	1881 114 1/2	.. —Coast Defense Loan .....	888,000	5	" " " "	1883	98 1/2
.. .. .. coupon		21,672,150	5	Jan. & July.	1881 116 1/2	.. —Bounty Loan of 1863 .....	200,000	5	" " " "	1883	98 1/2
Loan of March 3, 1864 (5-20s) .....	registered	2,349,500	5	May & Nov.	1884 116 1/2	.. .. .. of 1864 .....	4,379,540	5	May & Nov.	1894	90 1/2
Loan of June 30, 1864 (5-20s) .....	registered	34,657,000	5	May & Nov.	1884 116 1/2	.. —War Loan (cur. 5-20 yr.) .....	4,000,744	5	" " " "	1894	100 1/2
.. .. .. coupon		37,875,150	5	May & Nov.	1884 114 1/2	.. —Western R. R. Loan, (stg.) .....	3,505,000	5	Mar. & Sept.	1886	100 1/2
.. .. .. coupon		39,348,650	5	May & Nov.	1885 116 1/2	.. —T. & G. R. R. & Hoosac T. stg. ....	761,816	5	April & Oct.	1871	100 1/2
.. .. .. coupon		120,078,100	5	Jan. & July.	1885 114 1/2	.. .. ..	3,506,580	5	" " " "	88-90	97 1/2
.. .. .. coupon		62,131,300	5	Jan. & July.	1885 113 1/2	.. —Southern Vermont R. R. ....	965,500	5	" " " "	91-98	97 1/2
.. .. .. coupon		158,560,550	5	Jan. & July.	1885 113 1/2	.. —Eastern R. R. ....	200,000	5	" " " "	1890	100 1/2
.. .. .. coupon		227,877,050	5	Jan. & July.	1887 114 1/2	.. —Norwich & Worcester .....	50,000	5	Jan. & July.	1871	100 1/2
.. .. .. coupon		13,392,000	5	Jan. & July.	1887 114 1/2	.. —Bos., Hartt, & Erie (stg.) .....	400,000	5	" " " "	1877	100 1/2
.. .. .. coupon		25,865,450	5	Jan. & July.	1888 115 1/2	Michigan—Renewal Loan Bonds .....	3,599,024	5	" " " "	1900	100 1/2
.. .. .. coupon		138,573,100	5	Mar. & Sept.	1904 108 1/2	.. —Two Million Loan Bonds .....	160,000	5	" " " "	1878	100 1/2
.. .. .. coupon		55,994,200	5	F. M. A. & N.	1881 112 1/2	.. —War and Bounty Loan Bonds .....	1,021,000	5	May & Nov.	1890	100 1/2
Consols of July 14, '70 & Jan. 20, '71 .....	registered	124,606,700	5	F. M. A. & N.	1881 112 1/2	.. —Sault St. Marie Canal Bonds .....	478,000	5	Jan. & July.	1879	100 1/2
.. .. .. coupon		75,393,300	5	F. M. A. & N.	1886 112 1/2	.. —St. Louis War Loan Bonds .....	95,000	5	Jan. & July.	77-76	100 1/2
.. .. .. coupon		14,000,000	5	F. M. A. & N.	1886 112 1/2	.. —St. Louis War Loan Bonds .....	250,000	5	May & Nov.	1872	100 1/2
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Railroad Loans Bonds .....	100,000	5	" " " "	1883	100 1/2
.. .. .. coupon		14,000,000	5	F. M. A. & N.	1901 112 1/2	Mississippi—State Bonds (for banks) .....	2,275,000	5	Jan. & July.	41-71	10
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —State Bonds proper .....	2,000,000	5	" " " "	1883	100 1/2
.. .. .. coupon		14,000,000	5	F. M. A. & N.	1901 112 1/2	.. —Interest Bonds of 1868 .....	438,000	5	Jan. & July.	1883	100 1/2
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Railroad Loans .....	2,727,000	5	" " " "	1888	100 1/2
.. .. .. coupon		14,000,000	5	F. M. A. & N.	1886 112 1/2	.. —South Pacific guar. ....	13,112,000	5	" " " "	74-90	93 1/2
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	1,689,000	5	" " " "	1876	79
.. .. .. coupon		14,000,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-87	92
.. .. .. coupon		9,840,000	5	F. M. A. & N.	1886 112 1/2	.. —Hannibal and St. Joseph .....	3,000,000	5	" " " "	73-	

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga.tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	2d Mortgage sinking fund.....	2,000,000	7	June & Dec.	New York.	1877	....
Albany and Susquehanna:							Buffalo, New York & Phila.:	380,000	7	May & Nov.	" "	1872	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	....	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	99	1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	....
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	96
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7.5	March & Sept.	New York.	1896	94	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	....
Special Mortgage to Penn.....	3,500,000	7	" "	Harrisburg.	1896	....	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	....
Androscoggin:							Stock (common) Bonds.....	1,377,849	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,657,971	8	Jan. & July.	Boston.	1894	100
1st Mortgage.....	12,000pm	8	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	....
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R. R. & lands) S. F. gold.	8,000,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							Camden and Atlantic:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	" "	1879	....
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	Camden and Burlington County:						
Atlantic and Gulf:							Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Canada, Michigan and Chicago:						
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....	1st Mort. (skg f'd) for \$2,750,000.		7	" "	New York.	....	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....	Canada Southern:						
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	1st Mort (skg f'd)gd for \$9,000,000		7*	Jan. & July.	New York.	1906	....
Atlantic and Lake Erie:							Carthage & Burlington (C. B. & Q.):						
1st Mort. (gold) for \$5,000,000.....		7*	Jan. & July.	New York.	1901	....	1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
Atlantic, Miss. and Ohio (428 m.):							Catawissa:						
1st Mortgage for \$15,000,000.....		7	Jan. & July.	New York.	1901	....	1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
Atlantic and North Carolina:							1st Mortgage (new).....	1,300,000	7	" "	" "	1900	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	Chattel Mortgage.....	208,500	10	" "	" "	'80-'89	....
Atlantic and Pacific:							Cazenovia and Canastota:						
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	Cedar Falls and Minnesota (H. C.):						
Atlantic and St. Lawrence:							1st Mort. (C. F. to Waverly).....	294,000	7	April & Oct.	New York.	1884	8
1st Mortgage (sterling) of 1853....	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (W. to Minn. Line).....	1,377,000	7	Jan. & July.	" "	1907	....
2d Mortgage (sterling) of 1854....	1,499,966	6*	April & Oct.	" "	1884	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
3d Mortgage (sterling) of 1871....	712,932	6*	May & Nov.	" "	1891	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, Portland Loan.....	787,000	6	" "	N. Y. & Bos'n.	1871	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	....
Bald Eagle Valley:							1st Mortgage 3d Div. \$10,000 p. m.	2,332,000	7	May & Nov.	" "	1916	59
1st Mortgage.....	371,300	6	Jan. & July.	Philadelphia.	1881	....	Central Branch Union Pacific:						
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mort. (Atch. & Pike's Peak).....	1,000,000	6*	May & Nov.	New York.	1895	....
Baltimore and Ohio:							2d Mortgage Govern't subsidy.	1,000,000	6	Jan. & July.	" "	1895	....
Loan of 1855-'75.....	983,250	6	Jan. & July.	Baltimore.	1875	97	Central of Georgia:						
Loan of 1855-'80.....	679,000	6	" "	" "	1880	97	1st Mortgage.....	789,000	7	March & Sept.	New York.	1878	....
Loan of 1855-'85.....	1,710,500	6	April & Oct.	" "	1885	96	Central of Iowa:						
Loan of 1855-'90 (Balt.) skg f'd.....	3,645,683	6	Jan. & July.	" "	1890	....	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
Loan of 1870-'96 (skg f'd) skg fund.	3,788,752	6	March & Sept.	London.	1895	....	2d Mortgage, gold, \$4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	99	Central of New Jersey:						
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	" "	1885	91	2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	99
Baltimore and Potomac:							New Mortgage for \$5,000,000.....	4,824,000	7	Feb. & Aug.	" "	1890	103
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	" "	1911	....	Central Ohio (B. & O.):						
Bangor and Piscataquis:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	88
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Central Pacific of California:						
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	101
Bay City and East Saginaw:							Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	....
Bedford and Bridgeport:							1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
Belfast and Moosehead Lake:							1st Mort. (S. Fr. Okld & Ala.)...	1,500,000	8*	" "	San Francisco	1890	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
Belleville and Southern Illinois:							Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....	Charleston and Savannah:						
Beloit and Madison (C. & N. W.):							1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Funded Interest on 1st Mort....	167,400	7	" "	" "	1889	....
Belvidere Delaware:							Charlotte, Columbia & Augusta:						
1st Mortgage (guar. by C. & )	1,000,000	6	June & Dec.	New York.	1877	92	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage (A. Co. and )	499,500	6	March & Sept.	Princeton.	1885	....	Chartiers:						
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	....	1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Blue Ridge (S. Car.):							Chesaw and Darlington:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
Boston and Albany:							2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	107	Chesaw and Salisbury:						
Boston, Clinton and Fitchburg:							1st Mortgage for \$250,000.....						



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	---	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	---
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1897	---
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	---	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7	June & Dec.	New York.	1921	---
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	---	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1880	[88]
1st Mortgage, prof. sinking fund.	256,000	7	May & Nov.	New York.	1877	100	1st Mort. (San. Day. & Cin.) S.F.	958,000	6	Feb. & Aug.	Boston.	1900	---
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	---	1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	" "	1877	---
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	98	Cincinnati and Springfield:						
1st Mort. (St. L. & C.) assumed	564,000	7	" "	" "	1894	---	1st Mortgage for \$2,000,000 (guar)						
2d Mort. (C. & L.)	188,000	7	Jan. & July.	" "	1898	---	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$5,000,000						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	---	1st Mortgage for \$16,000 p. m.						
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	---	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold.	941,000	4	July.	Frankfort.	1890	---	1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102
Loan of 1872.....							1st Mort. (C. & C. and O. R. R.)	323,000	7	June & Dec.	" "	1871	184
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	---	1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	1870	195
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	---	Clev. & Mahoning (A. & Gt. Wn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	---	1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	---
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	96	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	---
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	---	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	---
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100	Clev., Mt. Vernon and Delaware:						
1st Mort. (I. O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96	1st Mortgage gold.....	1,500,000	7	Jan. & July.	New York.	1900	---
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101	Cleveland and Pittsburgh (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	---
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	---	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	---
Chicago, Clinton & Dubuque:							4th (now 2d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	84
1st Mort. guar. C. B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	---	Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	96
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.	2,500,000	7	April & Oct.	New York.	1909	---	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1883	---
1st Mortgage (Ind. Div.) gold.	1,500,000	7	" "	" "	1912	---	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	---
1st Mortgage guar. \$25,000 p. m.		8	June & Dec.	Boston.	1896	86	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	92
1st Mortgage for \$10,000 p. m.		8	March & Sept.	New York.	1900	---	2d Mortgage Consol. skg fund.	3,679,000	7	Feb. & Aug.	" "	1909	76
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	---	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	---
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	---	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	---
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	---	1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	---
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	---
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	---	Columbus and Xenia:						
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100	1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	---
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1886	96	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1886	---	1st Mortgage sinking fund.....	455,800	6	June & Dec.	Boston.	1876	86
Green Bay Ext. (26m & 76,000 a.)	300,000	7	" "	" "	1885	---	Notes payable, conv. at par	569,429	7	" "	" "	1876	100
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	---	1st Mort. (Massachusetts) guar. gold	400,000	6	Jan. & July.	" "	1889	---
1st Mort. (Gal. & Chic. 248 m.).	1,785,000	7	Feb. & Aug.	" "	1882	---	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.).	948,000	7	May & Nov.	" "	1875	---	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	---
Miss. Riv. Bridge ( " ).....	200,000	7	Jan. & July.	" "	1884	---	Connecticut Valley:						
Elgin & State Line ( " ).....	136,000	7	" "	" "	1878	---	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	---
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	---	Connecticut Western:						
Consol. skg fund (C. & N.W.R.)	2,500,000	7	F. M. A. & N.	" "	1915	97	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	---
Equipm't (Eng. & Cars \$2,750,000)	275,000	10	May & Nov.	" "	1871	---	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold	3,150,000	7	" "	" "	1911	---	1st Mort. ABCD & \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	---
1st Mort. (Menominee Ext.) gold	2,700,000	7	June & Dec.	" "	1911	---	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	597,000	7	May & Nov.	" "	1874	---	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	---
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	---	Cowanesque Valley:						
3d Mort. ( " ) guar.	10,500	7	June & Dec.	" "	1898	---	1st Mortgage, gold.....	100,000	7	Jan. & July.	New York.	1902	---
1st Mort. (Chic. & Mil. R.R.) guar.	1,135,000	7	Jan. & July.	" "	1898	92	Cumberl'd & Penn. (Consol. Coal)						
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	---	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	---
Chicago & Northern Pac. Air-L.							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	---
1st Mort. (skg fd gold \$25,000pm)		7	June & Dec.	New York.	1902	---	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	---
1st Mort. of Sept. 1, '60, \$16,000pm		8	March & Sept.	New York.	1889	85	2d Mortgage.....	109,500	8	" "	" "	1908	---
1st Mort. of Nov. 1, '71, \$16,000pm		8	May & Nov.	" "	1891	---	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	---
Chicago, Omaha and St. Joseph:													

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			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,688	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	" "	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	....
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	....	2d Mortgage.....	948,000	7	May & Nov.	" "	1875	....
Detroit and Milwaukee:							Elgin and State Line Purchase.....	135,000	6	Jan. & July.	" "	1878	....
1st Mortgage (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	" "	" "	1884	....
2d Mortgage ( " ).....	1,000,000	8	" "	" "	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'80	....
2d Funded Coup. ( " ).....	376,734	7	" "	" "	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	61,000	7	" "	New York.	1873	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	" "	1892	....
Detr. & Pontiac R.R. bonds.....	250,000	7	" "	" "	1878	....	Goshen and Deckertown:						
Detr. & Pontiac R.R. bonds.....	250,000	8	Feb. & Aug.	" "	1886	....	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.S. & M.S.):							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	....	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	....	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	102
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren & Pittsburg:							Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,100,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 \$270,500	1,350,000	6*	" "	" "	....	....
Dutchess and Columbia:							Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	" "	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Preference Bonds \$2,838,235	14,191,615	5*	Jan. & July.	" "	....	....
East Alabama and Cincinnati:							2d Preference Bonds \$1,685,765	8,428,825	4*	" "	" "	....	....
1st Mort. end. \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	Provincial Debentures \$3,111,500	15,557,500	....	" "	Ottawa.	....	....
East Brandywine & Waynesburg:							Great Western of Canada:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Common (Company) Bonds.....	1,384,117	4	" "	" "	'72-'73	....
East Pennsylvania (Ph. & Rdg.):							Common ( " ) Bonds.....	2,993,975	6	May & Nov.	" "	'73-'76	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	....	Common ( " ) Bonds.....	2,662,067	5*	April & Oct.	" "	'77-'78	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.....	4,867	5	" "	" "	1881	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common ( " ) Bonds.....	3,650,000	6	June & Dec.	" "	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed.....	376,766	7	" "	" "	'81-'86	....
1st Mort., skg fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	....	Greenwich and Johnsonville:						
Eastern Mass.:							1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....	Hackensack & New York Ext.:						
Loan of 1864-'74.....	760,000	6	Feb. & Aug.	Boston.	1874	98	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R.R.) assumed.	191,400	6	Jan. & July.	" "	1876	....	Hannibal and Naples (T.W. & W.):						
Loan of 1865-'85.....	160,000	6	April & Oct.	" "	1885	....	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....
Loan of 1868-'88.....	500,000	6	March & Sept.	" "	1888	....	2d Mortgage.....	125,000	7	Jan. & July.	" "	1890	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	" "	1889	95	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
2d Mortgage.....	190,000	6	April & Oct.	" "	1886	....	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.....						



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			When.	Where.						When.	Where.			
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:							
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.	1879	....	
1st Mortgage (I. C. & L. F.) of 1887	2,770,000	7	Feb. & Aug.	"	1887	....	Consol. registered July 1, 1870....	3,699,000	7	J. A. J. & O.	"	1880	100	
1st Mortgage ( " " ) of 1889	1,566,000	7	June & Dec.	"	1889	....	Consol. coupon July 1, 1870....	1,331,000	7	Jan. & July.	"	1880	100	
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '89	1,500,000	7	April & Oct.	"	1880	97	
1st Mortgage.....		7	Jan. & July.	New York.	1916	....	Sunbury July 1, 1864.....	500,000	7	Jan. & July.	"	1874	....	
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	....	
1st Mortgage.....		7	April & Oct.	"	1916	....	3d Mort. Oct. 1, '81.....	1,000,000	7	April & Oct.	"	1882	97	
2d Mortgage.....	1,000,000	7	"	"	1900	....	1st Mort. (June R.R.) Dec. 1, 1862	115,000	7	June & Dec.	"	1872	....	
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	Stg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	102	
Iowa Eastern:							Mort. April 1, 1868.....	864,000	7	April & Oct.	"	1886	....	
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	102	
Iowa Falls & Sioux City (Ill. Cen.)							2d Mort. Oct 31, 1857.....	2,683,000	7	"	"	1877	99	
1st Mortgage guaranteed.....	2,980,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1858.....	100,000	7	May & Nov.	"	1875	....	
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	"	1882	....	
1st Mort., \$16,000 guar.....	.....	8	Feb. & Aug.	New York.	1900	105	Mort. Sept. 1, 1868.....	300,000	7	March & Sept.	"	1886	....	
Ironton (Penn.):							Mort. April 1, 1868.....	3,000,000	7	April & Oct.	"	1898	90	
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	....	
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W. F.)	400,000	8	Jan. & July.	"	1870	....	
1st Mortgage gold, skg fund.....	600,000	7	Jan. & July.	New York.	1890	....	1st Mort. Oct. 1, 1867 (Sch. & Th. R.)	100,000	8	"	"	1887	....	
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (K. & Sch.)	100,000	8	"	"	1887	....	
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	....	1st M. July 1, '68 (K. Al. & Gr. R.)	840,000	8	"	"	1888	....	
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	....	
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	....	2d Mort. Jun. 1, 1869.....	600,000	7	June & Dec.	"	1894	....	
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):							
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1895	....	
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	Leavenworth, Lawr. & N. West'n:							
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	1st Mort. guar. by Fac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....	
Jefferson (Erie):							Leaven, Lawrence & Galveston:							
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	1st Mort. skg fund conv., gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....	
2d Mort. ( " ).....	94,000	7	"	"	1889	....	Lehigh and Lackawanna:							
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	
Jeffersonville, Madison & Indian:							Lehigh Valley:							
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	....	
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	1st Mortgage (new loan) tax free	3,616,000	6	June & Dec.	"	1898	98	
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	2d Mortgage for \$4,000,000	4,712,000	7	March & Sept.	"	1910	100	
2d Mortgage (Jeffersonville & K.)	345,000	7	April & Oct.	"	1873	....	Lexington & St. Louis (P. of Mo.):							
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....	
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	....	Little Miami:							
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....	
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....	
Junction (Cin. & Indianapolis):							Little Rock and Fort Smith:							
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....	
2d Mortgage.....	798,000	7	March & Sept.	"	1893	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	....	
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....	1st Schuylkill (Phila. & Rdg.):							
Junction, Philadelphia:							1st Mortgage guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	....	
1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Logansport, Crawf. & S'wstn Ind.							
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....	1st Mortgage gold.....	1,500,000	8*	F. M. & A. N.	New York.	1900	....	
Junction and Breakwater:							Long Br. and Sea Shore (N.J. So.):							
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....	
Kalamazoo, Allegan & Gr. Rapids:							Long Dock (Erie):							
1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York.	1888	....	1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	95	
Kalamazoo and Schoolcraft:							Long Island:							
1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	....	
Kalamazoo & S. Haven (M. Cen.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....	
1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	Boston.	1889	....	1st Mortgage (Glen Cove Br.)...	160,000	6	May & Nov.	"	1893	....	
Kalamazoo & White Pigeon:							General Mortgage.....	775,000	7	"	"	1899	....	
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):							
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....	
1st Mort. (C. B. & St. Jo. 62 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	Louisville, Cin. and Lexington:							
2d Mort. ( " " ).....	150,000	10	"	"	1878	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....	
1st Mort. (St. Jo. & C.B. 78 m.) v. t. f.	1,400,000	10	March & Sept.	"	1892	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	....	
2d Mort. ( " " ).....	539,500	8	June & Dec.	"	1874	....	Louisville and Nashville:							
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (main line 185 m.)	1,154,000	7	Jan. & July.	New York.	1897	68-77	
1st Mort. ( " " ) gold.....	1,000,000	7*	"	"	1893	....	1st Mortgage (Memph Br. 46.37 m.)	184,000	7	May & Nov.	"	1877	72-76	
Consolidated Mort. (260m.) conv.	887,000	8	March & Sept.	"	1892	....	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	"	"	1876	78-86	
Kansas City & Santa Fe (L.L. & G.):							1st Mortgage (Consolid. 392 m.)	8,000,000	7	April & Oct.	"	1898	....	
1st Mortgage guar. by Lessees.....	2,000,000	10	May & Nov.	Boston.	1900	....	Louisv., N. Al. & St. Lo. Air-Line:							
Kansas Pacific:							1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	"	"	New York.	1901	....
1st Mort. (1st Div. 140 m.) gold...	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85	Macon and Augusta:							
1st Mort. (2d Div. 263.94 m.) gold	4,065,000	6*	June & Dec.	"	1896	86	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.	1891	88-91	
1st Mort. (C.D. 244.66m. & 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102	1st Mortgage not guaranteed.....	100,000	7	"	"	"	1890	....
1st Mortgage (1,000,000 acres).....	215,000	7	March & Sept.	N. Y. & St. Lo.	1876	....	Macon and Brunswick:							
1st Mortgage (2,000,000 acres) gold	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....	
1st Mort. (Leavenworth Branch)...	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86	2d Mortgage.....	600,000	7	May & Nov.	"	1900	....	
2d Mortgage (Gov't Subsidy).....	6,303,000	6	"	U. S. Treas.	'95-'97	....	Equipment Mortgage.....	1,100,000	7	April & Oct.	"	1883	....	
3d Mortgage (Income).....	4,275,359	7	March & Sept.	"	1916	....	Macon and Western:							
Kent County (Del.):							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1880	....	
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	Maine Central:							
Kentucky Central:							Consolidated Mort. for \$7,500,000	.....	7	Jan. & July.	Boston.	1912	100	
1st Mortgage (Cov. & Lex.) 1852.	123,000	7	March & Sept.	New York.	1872	....	\$1,100,000 Loan, tax free.....	740,300	7	"	"	1898	....	
2d Mortgage ( " ) 1883.	844,000	7	"	"	1883	....	Bangor (P. & K.) Loan.....	514,000	6	April & Oct.	"	1875	....	
3d Mortgage (Kent. Cen.) 1885.	237,000	7	June & Dec.	"	1886	....	Extension (gold) Loan.....	491,000	6	"	"	1	00	
Keok. Iowa C. & Minn. (T.W. & W.):														

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$550,000	6	May & Nov.	Boston	1885		1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889		Nashville and Decatur (L. & N. S.)	2,100,000	7	Jan. & July.	New York.	1900	....
Massillon & Cleve. (C.M.V. & D.)							1st Mortgage sinking fund, guar.	500,000	6*	April & Oct.	Nashville.	1887	....
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890		2d Mortgage gold.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Mayeville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890		1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)	600,000	7	Jan. & July.	New York.	1891	....
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880		1st Mortgage guar.....	800,000	7*	May & Nov.	New York.	1889	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883		Newark, Somerset & Straitville:						
Memphis and Little Rock:							1st Mortgage gold.....	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890		New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	3,000,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (E. Div.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890		Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....						
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882		New H. Middle'n & Willman:						
1st Mortgage, sinking fund conv.	2,294,500	8	"	"	1882		1st Mortgage (coup. & reg.)	1,000,000	7	May & Nov.	New York.	1889	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872		New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	"	New York.	1890		1st Mortgage.....	2,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886		Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.	500,000	8	March & Sept.	"	1879		2d Mortgage.....	2,000,000	7	"	"	1891	....
1st Mort. (Kai. & So. Hav.) f. guar	640,000	8	May & Nov.	"	1889		Holyoke and Westfield bonds..						
2d Mort. ( " ) guar.	70,000	8	"	"	1889		New Jersey Sec United Com'n's						
Michigan Lake Shore:							New Jersey Midland (N.Y. & O.M.)						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889		1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
Middletown, Unionv. & W. Gap (E.)							2d Mortgage currency.....	1,500,000	7	"	"	1881	....
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886		New Jersey Southern:						
Midland of Canada:							1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	79
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896		1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	"	1888	....
Midland Pacific:							Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899		New Jersey West Line:						
Milwaukee and St. Paul:							1st Mort. gold, for \$3,000,000...						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92 1/2	New London Northern (Vt. Cen.):						
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	84	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	"	1874		1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	"	1897	88	Convertible.....	200,000	...	"	"	1872	....
1st Mortgage (Minn. Cent.)	1,008,000	7	"	"	1870	80	N. Orleans, Jackson & Gt. North:						
1st Mortgage (Iowa & Dak.)	3,674,000	8	Feb. & Aug.	"	1870	88	1st Mortgage 1886.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (P. du Chien)	1,315,000	7.3	"	"	1888	107 1/2	2d Mortgage 1880, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
2d Mortgage (P. du Chien)	233,000	7	March & Sept.	"	1888	96 1/2	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
Milwaukee City Loan.....	234,000	7	Jan. & July.	"	1891		N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
1st Mort. (Milw. & Wtn.)	148,500	7	"	"	1891		New Orleans, Mobile and Texas:						
Real Estate Purchase.....							1st M. (N. O. T. 227 m) skg fd..	2,825,000	8	Jan. & July.	New York.	1915	....
Milw. Manitowoc & Green Bay:							1st M. ( " ) gold skg fd.	2,825,000	8	"	N. Y. or Lond.	1915	....
1st Mortgage for \$2,500,000.....		7	"	"	1891		2d Mortgage, endorsed by La..						
Milwaukee and Northern:							New York and Boston:						
1st Mortgage for \$13,000 p.m....		8	June & Dec.	New York.	1890		1st Mortgage gold, for \$3,000,000						
Mineral Point:							New York Central & Hudson R.:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890		Debt Cert. (N. Y. Central)...	5,934,626	6	May & Nov.	New York.	1883	95
Minneapolis & Duluth (L.S. & M.)							Bonds for debts ass'd (N. Y. Cen.)	1,614,000	7	Feb. & Aug.	"	1876	101
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911		Bonds for B. & N. St. ( " )	76,000	6	May & Nov.	"	1883	....
Minneapolis & St. L. (L. Sup. & M.)							Bonds for R.R. stocks ( " )	592,000	6	"	"	1883	....
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911		Bonds for real estate ( " )	162,000	6	"	"	1883	....
Minnesota and North Western:							Bonds of 1864 renew'd ( " )	2,900,000	6	Feb. & Aug.	"	1887	91
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895		1st Mort. (Hudson Riv.)	200,000	7	June & Dec.	"	1870	....
Mississippi Central:							2d Mort. ( " ) S. F. ....	1,894,000	7	Feb. & Aug.	"	1885	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899	71	3d Mort. ( " )	180,000	7	June & Dec.	"	1875	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875		Bonds of '71, tax free (N.Y.C. & H.)	1,050,000	7	May & Nov.	"	1891	....
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912		New York and Harlem:						
Mississippi, Onachita & Red Riv.							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	....
1st Mortgage gold.....	1,880,000	7*	"	"			Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"			Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910		Bonds of 1863, unsecured.....	106,000	7	"	"	1873	....
Mississippi and Tennessee:							N. York, Housatonic & Northern:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876		1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
Consolidated Mort. Sept. of 1860.	1,181,600	8	Jan. & July.	"	1871-76		New York and New Haven:						
Mississippi Valley and Western:							1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	....
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York.	1902		New York & Oswego Midland:						
Missouri, Iowa and Nebraska:							1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910		2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
Missouri, Kansas and Texas:							2d Mortgage non-convertible...	1,500,000	7	"	"	1898	....
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899		New York, Providence & Boston:						
1st Mort. (Tebos & Neosho) S.F. & G.	2,000,000	7*	June & Dec.	"	1903		1st Mortgage.....	133,000	6	Feb. & Aug.	New York.	1873-78	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904		Improvement Bonds.....	1,000,000	7	Jan. & July.	"	1876	....
Missouri River, Ft. Scott & Gulf:							Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	91 1/2	General Mort. for \$1,000,000...	616,000	7	"	"	1899	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.			N. York, West Shore & Chicago:						
Mobile and Girard:							1st Mortgage gold, \$35,000 p. m.						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876		Niles and New Lisbon:						
2d Mortgage.....	300,000	7	"	"	1889		1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
Mobile and Montgomery:							Norfolk County (B. H. & Erie):						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900		1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
Mobile and Ohio:							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mobile & Lond.	1882		1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
Interest bonds.....	804,400	8	"	"	1877		1st Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	371,800	8	"	"	1883		2d Mortgage.....	468,000	8	"	Norfolk.	1893	....
Interest (sterling) bonds.....	755,040	6*	"	London.	1883		North Eastern (S. Car.):						
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877		1st Mortgage of Sept. 1, 1860....	820,000	7	March & Sept.	Charleston.	1899	....
Montclair (N. Y. & O. Mid.)							2d Mortgage of Sept. 1, 1869....	322,000	7	"	"	1899	....
1st Mortgage gold, guar.....	1,200,000	7*	March & Sept.	New York.	....		North Pennsylvania:						
2d Mortgage.....	400,000	7	"	"	....		1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia.	1885	100 1/2
Income Mortgage.....	700,000	7	"	"	....		2d Mortgage.....	1,358,500	7	May & Nov.	"	1896	110 1/2
Montgomery and Bufala:							Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	97
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886		North Shore (L. I.):						
1st Mortgage not endorsed.....	300,000	8	June & Dec.	"	1900		1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Monticello:							Northern Central:						
1st Mortgage.....	420,000	8	April & Oct.	New York.	1910		1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	1885	....
1st Mortgage gold, tax free.....	650,000	7	J. A. J. & O.	New York.	1890		2d Mortgage skg fd.....	2,500,000	6	Jan. & July.	"	1885	....
Morris and Essex (D. L. & W.):							3d Mortgage skg fd.....	1,223,000	6	April & Oct.	"	1900	91
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	102 1/2	3d Mortgage (Y. & Cumb.) guar.	500,000	6	Jan. & July.	"	1877	....
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	98	Consol. Mortgage gold.....	2,298,000	6*	"	"	1900	94
Convertible bonds.....	1,610,000	7	Jan. & July.	"	1900		Income Mortgage conv.....	661,000	7	April & Oct.	"	1889	....
Coupon bonds of 1871.....	2,000,000	7	Feb. & Aug.	"	1889		Northern New Hampshire:						
							1st Mortgage.....	105,200	6	April & Oct.	Boston.	1874	....
							Northern New Jersey (Erie):						
							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	New York.	1875	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	....
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr.(C&A):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	7	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-88	....
Nyack and Northern:							Philadelphia and Baltimore Cent:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	....	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	100 1/2	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Ohio and Mississippi:							Loan of 1870, convertible.....	2,520,000	7	"	"	1890	....
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1867, conv.....	113,000	6	"	"	1886	....
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	95
2d Mortgage, (W. Div.).....	634,000	7	"	"	1874	87 1/2	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1888	....
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.....	182,400	5 1/2	Jan. & July.	London.	1880	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	90 1/2	Mortgage Loan of 1843 stg.....	976,800	6 1/2	"	"	1880	....
Consolidated Mort. (strling).....	101,850	7 1/2	"	London.	1898	....	Mortgage Loan of 1836 stg.....	110,400	7	"	"	1872	....
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg.....	177,600	7 1/2	"	"	74-75	....
1st Mortgage (J. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83 1/2	Consolidated	5,500,000	7	June & Dec.	Philadelphia.	1911	102 1/2
1st Mortgage (War. & Fkin).....	580,000	7	April & Oct.	"	1882	86 1/2	Dollar registered	1,462,000	7	"	"	1911	108 1/2
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	80	Mortgage	4,000,000	6 1/2	"	Phil. or Lond.	1911	....
Old Colony and Newport:							June 1, 1871.	624,000	6 1/2	"	"	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	....	Gold or stg reg.	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	....	Dollar coupon.....						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102 1/2	Philadelphia, Wilmington & Balt:						
Omaha and Northwestern:							Mortgage Loan, convertible.....	345,800	6	Jan. & July.	Philadelphia.	1884	....
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Omaha and Southwestern:							Loan of 1867.....	1,000,000	6	"	"	1887	....
1st Mortgage \$20,000 p. m.....	.....	8	June & Dec.	Boston.	1896	....	Pickering Valley (Phila. & Rdg):						
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
1st Mort. (Alex. to Gordonsville)	400,800	6	May & Nov.	New York.	1873	....	Pittsburg, Cin. & St. Louis (Pa.):						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	....	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	81 1/2
3d Mort. " " " "	598,000	8	May & Nov.	Richmond.	1873	....	1st Mort. (Stenb. & Ind.) conv.....	3,000,000	6	various.	"	1884	....
4th Mort. " " " "	574,000	8	March & Sept.	Alexandria.	1880	....	1st Mort. (Cl. & Newk 33m) conv	775,000	7	Jan. & July.	"	1890	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81 1/2	Pittsburg & Connellsville:						
Orange and Newark:							1st Mortgage of 1868, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	96 1/2
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	2d Mort. (Balt. Loan) of 1866.....	1,000,000	6	"	"	1886	....
Osage Valley & Southern Kansas:							1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Pittsburg, Ft. Wayne & Chicago:						
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100
Ottawa, Oswego & Fox River:							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96 1/2	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Owensboro and Russellville:							2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	....	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	99
Real Estate (depot &c.) Bonds.....	500,000	10	May & Nov.	"	1872	....	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1886	....	Equipment Mort. of Mar. 1, 1899	1,000,000	8	March & Sept.	"	1874	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1887	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
1st Mortgage (Lea, Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	Plymouth, Kankakee & Pacific:						
Paducah and Memphis:							1st Mortgage for \$3,600,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage gold for \$2,805,000.	1,071,000	7 1/2	Feb. & Aug.	New York.	1892	....	Port Huron & Lake Michigan:						
Panama:							1st Mortgage gold, for \$1,800,000.....	.....	7 1/2	May & Nov.	New York.	1889	....
1st Mortgage, stg £19,350.....	93,847	7 1/2	April & Oct.	London.	1875	....	Portland & Ogdensburg (Me. & N.H.):						
General Mortgage, stg £597,800.	3,869,330	7 1/2	"	"	1897	....	1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
Paris and Decatur:							Consol. Mort. gold, for \$3,300,000	.....	6 1/2	May & Nov.	"	1901	....
1st Mortgage gold.....	1,200,000	7 1/2	Jan. & July.	New York.	1901	....	Portland and Ogdensburg (Vt.):						
Paterson and Newark (Erie):							1st Mortgage gold, for \$2,300,000	.....	6 1/2	May & Nov.	Boston.	1891	....
1st Mortgage, guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Oxford Central:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	....	Portland and Rochester:						
Pemberton & Hights (U.C. of N.J.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & N. York (N.J.S.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage													

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Rockford, R. Island & St. Louis: 1st Mortgage tax free.....	\$9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1918	....	Sioux City and Pacific: 1st Mortgage gold.....	\$200,000	6	Jan. & July.	Boston.	1898	....	
Rome, Watertown & Ogdensb.: 1st Mortgage (W. & R.) Skg Fund	797,000	7	March & Sept.	New York.	1880	....	Somerset (Mc. Central): 1st Mortgage gold.....	560,000	7	June & Dec.	Boston.	1891	....	
1st Mort. (Potsdam & Watert.)	329,000	7	June & Dec.	"	'72-'74	....	South Carolina: 1st Mortgage Sterling.....	1,407,270	5	Jan. & July.	London.	'82-'88	....	
Consolidated Mort. Skg Fund...	824,500	7	"	"	"	1891	....	1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
Rondout and Oswego: 1st Mortgage, gold \$20,000 p.m.		7	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....	
Rutland (Verm. Cen. & Can.): Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	....	Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....	
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	....	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....	
Saint Croix and Penobscot: 1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....	
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....	
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Florida: 1st M. endor. by State \$16,000pm		8	"	"	"	"	
St. Joseph & Denver City: 1st Mort. (E. D.) gold tax free..	1,512,000	8	Feb. & Aug.	N.Y. or Lond.	1899	102	South Georgia & Florida (A. & G.): 1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....	
1st M. (W. D.) land grant, g'd tax fr	5,000pm	8	"	"	1900	97	2d Mort. " " " "	200,000	7	"	"	1889	....	
St. Louis, Alton and Terre Haute: 1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	....	South Mountain Iron (Cumb. Val.): 1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....	
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	91	South and North Alabama: 1st Mort. endor. by Ala., gold...	22,000 pm	8	Jan. & July.	New York.	1890	....	
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	82	South Pacific (Atl. & Pac.): 1st Mortgage gold, assumed....	7,189,000	6	Jan. & July.	New York.	1888	....	
2d Mortgage Income (Series E)	1,700,000	10	March & Sept.	"	1894	82	South Shore (Mass.): 1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....	
Equipment Mortgage.....	300,000	10	"	"	"	....	South Side (L. I.): 1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....	
St. Louis, Coun. Bluffs & Omaha: 1st Mortgage, gold \$10,000.....		7	Jan. & July.	New York.	1901	....	South Side, Va. (A. M. & O.): 1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....	
St. Louis and Iron Mountain: 1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	97	2d preferred bonds.....	617,000	6	"	"	'84-'90	73	
St. Louis, Jackson & Chic. (C. & A.): 1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95	3d preferred bonds.....	448,500	6	"	"	'84-'90	....	
2d Mortgage May 1, 1868 guar...	648,000	7	Jan. & July.	"	1898	....	Southern Central: 1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....	
St. Louis, Kansas City & North: 1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	62	Southern Iowa and Cedar Rapids: 1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....	
St. Louis, Lawr. & Denv. (Pacific): 1st Mortgage gold, guaranteed..	1,000,000	6	Jan. & July.	New York.	1901	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....	
St. Louis and South Eastern: 1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....	
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	Southern (Cal.) Pacific: 1st Mortgage gold for \$28,000,000.	5,750,000	6	"	"	"	"	
St. Louis and St. Joseph: 1st Mortgage gold.....	1,000,000	6	May & Nov.	New York.	1893	....	Southern Pennsylvania: 1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1890	....	
St. Louis, Van. & T. H. (T. H. & I.): 1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7	"	"	1880	....	
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Cen. of Ga.): Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....	
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	1st Mortgage (Muscouge) conv....	300,000	7	"	"	'72-'76	....	
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Spartanburg and Union: 1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....	
St. Paul and Chicago (M. & St. P.): 1st M. land gr. gold skg f'd endor.	4,000,000	7	J. A. J. & O.	New York.	1900	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....	
St. Paul and Pacific 1st Division: 1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield & Illinois S. Eastern: 1st Mortgage gold, tax free....	3,400,000	7	Feb. & Aug.	New York.	1900	....	
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	2d Mortgage gold, tax free.....	1,000,000	7	"	"	1900	....	
2d M. (N. Line) R. R. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	Springfield and Northwestern: 1st Mortgage gold, skg fund....	20,000pm	7	Feb. & Aug.	New York.	1901	....	
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	1892	....	Staten Island: 1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	
General Mort. (R. R. & L'ds) atg.	1,000,000	7	"	London.	....	....	Sterling Mountain: 1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....	
1st M. (W. Line) R. R. & Lands...	6,000,000	7	"	New York.	....	....	Sullivan (Verm. Central): 1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	....	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	
St. Paul and Sioux City: 1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sullivan and Erie: 1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....	
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	Summit Branch: 1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....	
St. Paul, Stillwater & Taylor's F.: 1st Mortgage for \$450,000.....		8	Jan. & July.	New York.	1601	....	Sunbury and Lewiston: 1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	95	
St. Paul (W. Jer.): 1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Superior and St. Croix: 1st Mortgage, \$16,000 p. m.....		8	"	"	"	"	
St. Paul and Lowell (B. & L.): 1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....	Superior and Northwestern: 1st Mortgage, \$10,000.....		8	"	"	"	"	
St. Paul, Mansfield & Newark (O. & O.): 1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	....	Sussex, Brid. & Erie Junc. (Erie): 1st Mortgage.....	1,000,000	7	"	New York.	....	"	
San Fran., Oakland & Alameda: 1st Mortgage gold.....	1,500,000	8	Jan. & July.	New York.	....	....	Sussex (N. J.): 1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....	
Saratoga & Whitehall (R. & S.): 1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Swedesboro (W. Jer.): 1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	"	
Savannah and Charleston: 1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Syracuse, Bing. & N.Y. (DL&W): 1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....	
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....	
Funded Interest bonds.....	157,400	7	"	"	1889	....	Syracuse and Chenango Valley: 1st Mort. gold, for \$500,000....		7	Feb. & Aug.	New York.	1891	....	
Savannah, Griffin & North Ala.: 1st Mortgage for \$500,000 guar.	162,000	7	Jan. & July.	Macon.	1891	....	Tebos and Neosho (M. K. C. & T.): 1st Mortgage gold, skg fund....	1,168,000	7	June & Dec.	New York.	1903	....	
Savannah and Memphis: 1st Mortgage gold, endor.....	16,000pm	6	May & Nov.	New York.	1890	....	Terre Haute & Indianapolis: 1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....	
Schenectady & Susq. (D. & H. Can.): 1st Mortgage gold, tax free.....	300,000	7	Jan. & July.	New York.	1900	....	Toga: 1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....	
Seaboard and Roanoke: 1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....	Toledo, Peoria and Warsaw: 1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	93	
Selma and Gulf: 1st M. (Guar. by Ala.) \$16,000pm.		6	April & Oct.	New York.	1890	....	1st Mortgage (W. Div.) 117 m...	1,500,000	7	Feb. & Aug.	"	1896	89	
Selma, Marion and Memphis: 1st M. gold gr. by Ala. \$16,000pm.		6	March & Sept.	New York.	1889	....	2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	76	
Selma, Rome and Dalton: 1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....	
2d Mortgage.....	4,000,000	10	Jan. & July.	"	1890	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	....	
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	....	
Shamokin Valley & Pottsv. (N. C.): 1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Tom's River & Watert. (N. J. So.): 1st Mortgage guaranteed.....	80,500	7	"	New York.	1888	....	
Sheboygan and Fond du Lac: 1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Troy & Bennington (T. & ): 1st Mortgage skg fund, guar....	100,600	7	Jan. & July.	Troy.	1878	....	
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	
Shenango and Allegheny: 1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1899	....	2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	
Shepang Valley (Cl.): 1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	
Shore Line (N. Y. & N. H.): 1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1890	....	Convertible Bonds.....	648,000	7	"	"	1882	....	
Sioux City and St. Paul: 1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....								
Land Grant Mortgage gold.....	660,000	7	Jan. & July.	"	....	....								



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:													
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	95	Western Maryland:	\$400,000	6	Jan. & July.	Baltimore.	1890	91
1st M.(L.Erie. W. & St.L. 167 m.)	2,500,000	7	"	"	1890	95	1st Mortgage.....	200,000	6	"	"	1890	97
1st Mort.(Gt.W.R.R.W.D.100m.)	4,000	10	April & Oct.	"	1868	95	2d Mort. ....	300,000	6	"	"	1890	94
1st M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	"	1898	93	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	99
1st Mort. (Quincy & Tol 34 m.)	500,000	7	May & Nov.	"	1890	95	2d Mortgage preferred.....	600,000	6	"	"	1895	85
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	95	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	96
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	95	Western Pacific (Cen. Pac.):						
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	94	1st Mortgage assumed, gold.....	2,735,000	6	Jan. & July.	New York.	1899	95
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	"	"	1893	90	Western Pennsylvania (Penn.):						
Equipment (Tol. & Wab. 75m.)	600,000	7	"	"	1883	90	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	95
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	89	1st Mortgage (Pittsb. Por.28 m.)	1,000,000	6	Jan. & July.	"	1896	95
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	89	Western Union (M. & St. P.):						
Troy, Salem & Rutland(R. & Sar.):													
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	95	1st Mortgage for \$5,000,000 .....	3,275,000	7	Jan. & July.	New York.	1896	95
Troy Union (and Depot):													
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	95	West Jersey:						
2d Mortgage, guaranteed.....	180,000	6	"	"	1878	95	Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	95
Tuckerton:													
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	95	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	97
Union Pacific:							Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	97
1st Mortgage gold, tax free.....	27,237,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	88	West Wisconsin:						
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	'96-'99	88	1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	95
1st Mort. Land Grant .....	9,193,000	7	April & Oct.	"	1859	80	Whitehall & Plattsburg (M. & P.):						
Income Mortgage .....	10,000,000	10	March & Sept.	"	1874	86	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	95
Omaha Bridge B'ds, stg \$250,000	2,500,000	8	April & Oct.	London.	1896	95	Wicomco and Pocomoke:						
Union Pacific (Central Div.):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	95
1st Mortgage gold, tax free.....	1,000,000	6	May & Nov.	New York.	1895	95	Williamston and Tarboro':						
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	"	'96-7-8	95	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	95
Union Pacific, S. Br. (M.K. & T.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, skg fund.....	3,595,000	6	Jan. & July.	New York.	1899	95	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	95
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	95	Wilm., Charlotte & Rutherford:						
United Companies of New Jer.:							1st Mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	95
Sinking Fund sterling £262,000.	1,268,080	6	April & Oct.	London.	1880	95	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	95
Loan of 1875 (Joint Companies)	675,000	6	"	Philadelphia.	1875	95	Wilmington and Reading:						
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	95	2d Mortgage coupon or regis.....	723,600	7	"	"	1902	95
Loan of 1883 ( " " )	450,000	6	"	"	1878	95	Wilmington and Weldon:						
Loan of 1883.....	1,700,000	6	"	Philadelphia.	1883	92	Sterling Bonds.....	648,700	6	Jan. & July.	London.	1881	95
Loan of 1889.....	866,000	6	May & Nov.	Princeton.	1889	92	Currency Bonds .....	221,400	7	May & Nov.	"	1882	95
Consolidated(mort)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	98	Sinking Fund gold, Bonds.....	710,000	7	Jan. & July.	New York.	1896	95
Sterling Loan £399,200.....	1,846,000	6	March & Sept.	London.	1884	95	Wilmington and Western (Del.):						
Sterling Loan £390,000.....	1,800,000	6	"	"	1885	95	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	95
Loan of 1888.....	154,000	6	"	"	1888	95	Winona & St. Peter (C. & N. W.):						
Bond to State of New J.(N.J.Co)	100,000	7	Feb. & Aug.	New York.	1887	95	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	95
Bond to State of N. Jer.(V.Co's)	500,000	7	"	"	1878	95	2d Mortgage \$12,000 p. m.....	1,565,000	7	May & Nov.	"	1890	95
Loan of 1894.....	2,000,000	6	"	"	1878	95	Land Grant Mort. gold, skg fund	4,375,000	7	June & Dec.	"	1916	95
Utica and Black River:													
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	95	Wisconsin Central:						
Utica, Chen. & Susq. Val.(D&HCo)							1st M. L. G. gold S. F. \$25,000pm		7	Jan. & July.	Boston.	1901	95
1st Mortgage.....							Worcester (Md.).....	210,000	6	Jan. & July.	Baltimore.	1891	95
Utica, Ithaca and Elmira:							Worcester and Nashua:						
1st Mortgage gold, skg fund.....	25,000 m	7	Jan. & July.	N. Y. & Lond.	1892	95	Plain Bonds .....	125,000	7	Jan. & July.	Boston.	1890	95
Vermont Central:							Plain Bonds .....	75,000	6	"	"	1890	95
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	78	CANAL BONDS.						
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	25	Chesapeake and Delaware:						
1st Mort.(Stan. Sheff. & Ch.R.R.)	500,000	7	Jan. & July.	"	1887	78	1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	95
Guar. Stock (Vt. & Ch.R.R.)	2,600,000	8	June & Dec.	"	95	78	Chesapeake and Ohio:						
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	'76-'77	95	Maryland Loan sinking fund...	2,000,000	6	J. A. J. & O.	Baltimore.	1870	95
Equipment Mortgage.....	1,000,000	8	"	"	1889	99	Sterling, Loan guaranteed .....	4,375,000	5	"	London.	1890	95
Vermont and Massachusetts:							Preferred Bonds (next lien) .....	1,099,500	6	Jan. & July.	Baltimore.	1885	95
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	100	Delaware Division (L.C. & ):						
Convertible bonds, tax free.....	200,000	7	"	"	1879	100	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	95
Vermont Valley (Rutland):							Delaware and Hudson:						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	95	1st Mort. - 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	95
2d Mortgage.....	114,000	6	"	Boston.	1860	95	gagere - 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	"	1884	95
Vicksburg and Meridian:							gistered. 3d series, Jan. 1, 1871.	5,000,000	7	"	"	1891	95
1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	95	Delaware & Raritan See U'd Co's.						
2d series (blue).....	850,000	7	"	"	1890	95	Lehigh Coal and Navigation:						
3d series (black).....	154,000	7	"	"	1890	95	Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	95
4th series (not end.).....	1,273,000	7	April & Oct.	"	1890	95	Mortgage Loan reg.....	2,000,000	6	F. M. A. & N.	"	1897	95
Special Loan 1871.....	225,459	8	Jan. & July.	"	1890	95	Mortgage (equip.) Loan, gold.....	4,944,000	6	June & Dec.	"	1897	95
Virginia & Tennessee(A.M. & O.):													
1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	95	Convertible Loan, gold .....	922,000	6	March & Sept.	"	1894	95
Enlarged Mortgage.....	990,000	6	"	"	1884	95	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	95
4th Mortgage.....	846,000	6	March & Sept.	"	1900								

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

“*est-ez*” (“*e*” occurring in the column headed “Rolling Stock” signifies that the cost thereof is included, in that headed “Railroad” A *dash* (—) across the column signifies “nil,” and running *dots* (---) signify “not ascertained.”

[illegible]



[illegible]

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

for *asterisk* (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertainable."

[illegible]



[illegible]

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

(An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.													Value of Shares.	
Property and Assets.													Earnings.	
Liabilities.													Value of Shares.	
Railroad.													Value of Shares.	
Rolling Stock.													Value of Shares.	
Freight.													Value of Shares.	
H. M. E.													Value of Shares.	
Engines.													Value of Shares.	
Railroad in progress.													Value of Shares.	
2d Track and Siding.													Value of Shares.	
Branch Line.													Value of Shares.	
Main Line.													Value of Shares.	
Years ending.													Value of Shares.	
Dec. 31, 1870.													Value of Shares.	
Dec. 31, 1871.													Value of Shares.	
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Dec. 31, 2040.													Value of Shares.	
Dec. 31, 2041.													Value of Shares.	
Dec. 31, 2042.													Value of Shares.	
Dec														









## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 28.

Th.22.F.23.Sat.24.M.26.Tu.27.W.28

## FEDERAL STOCKS.—

U. S. 5s, 1874, reg.	112	111	112	112
U. S. 5s, 1874, coup.	112	111	112	112
U. S. 5s, 10-40s, reg.	112	111	112	112
U. S. 5s, 10-40s, coup.	112	111	112	112
U. S. 5s, 1881, reg.	112	111	112	112
U. S. 5s, 1881, coup.	112	111	112	112
U. S. 5s, 1881, reg.	112	111	112	112
U. S. 5s, 5-20s, reg.	112	111	112	112
U. S. 5s, 5-20s, c. 1862.	112	111	112	112
U. S. 5s, 5-20s, reg.	112	111	112	112
U. S. 5s, 5-20s, c. 1864.	112	111	112	112
U. S. 5s, 5-20s, reg.	112	111	112	112
U. S. 5s, 5-20s, c. 1865.	112	111	112	112
U. S. 5s, 5-20s, r. n.	112	111	112	112
U. S. 5s, 5-20s, c. n.	112	111	112	112
U. S. 5s, 5-20s, reg.	112	111	112	112
U. S. 5s, 5-20s, c. 1867.	112	111	112	112
U. S. 5s, 5-20s, reg.	112	111	112	112
U. S. 5s, 5-20s, c. '68.	112	111	112	112
U. S. 5s, Fac. R.R. issue.	112	111	112	112

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.

W.21.Th.22.F.23.Sat.24.M.26.Tu.27

Catawissa preferred	45	45	45	45
Camden and Amboy	92	92	92	92
.. 6s, 1875	92	92	92	92
.. 6s, 1883	92	92	92	92
.. 6s, 1889	92	92	92	92
.. mort. 6s, '89	92	92	92	92
Elmira & Williamsport	98	98	98	98
.. pref.	98	98	98	98
.. 7s.	98	98	98	98
Lehigh Navigation	42	42	42	42
.. 6s, 1884	42	42	42	42
.. Gold L.	93	93	93	93
.. R. R. L.	93	93	93	93
.. Conv. L.	93	93	93	93
Lehigh Valley R.R.	59	59	59	59
.. 6s new coup.	59	59	59	59
.. 6s new reg.	59	59	59	59
Little Schuylkill R.R.	98	98	98	98
.. 7s.	98	98	98	98
Minehill	53	53	53	53
Morris Canal	101	101	101	101
.. pref.	101	101	101	101
North Pennsylvania	100	100	100	100
.. 6s, 1880	100	100	100	100
.. 10s, 1887	100	100	100	100
Northern Central	39	39	39	39
Oil Creek & Alleg. Riv.	36	36	36	36
.. 7s.	80	80	80	80
Pennsylvania R.R.	58	58	58	58
.. 1st M.	101	101	101	101
.. 2d M.	101	101	101	101
.. Gen. mort.	99	99	99	99
.. reg.	96	96	96	96
Penn. State, 6s, 1st series	102	102	102	102
.. 6s, 2d series	102	102	102	102
.. 6s, 3d series	102	102	102	102
Philadelphia City, 6s	98	98	98	98
.. new	101	101	101	101
Philad. Germ. & Nor.	58	58	58	58
Phila. & Reading	58	58	58	58
Philadelphia and Erie	26	27	27	27
.. 6s.	90	90	90	90
.. 7s.	90	90	90	90
Phila. Wilm. & Balt.	90	90	90	90
Schuylkill Navigation	15	15	15	15
.. pref.	79	79	79	79
.. 6s, 1882	79	79	79	79
.. 6s, 1876	79	79	79	79
.. 6s, 1872	79	79	79	79
United Co. of N. Jersey	127	127	127	127
Hestonville, (Horse)	18	18	18	18
Chestnut & Wal.	82	82	82	82
Green & Coates	82	82	82	82
2d and 3d streets	82	82	82	82
Spruce and Pine	82	82	82	82
15th and 16th sts.	82	82	82	82

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.

W.21.Th.22.F.23.Sat.24.M.26.Tu.27

Baltimore City 6s, 1875	100	100	100	100
.. 1886	99	99	99	99
.. 1890	99	99	99	99
.. 1884	99	99	99	99
.. 1900	99	99	99	99
Balt and Ohio	99	99	99	99
.. bonds, 1875	99	99	99	99
.. 1880	99	99	99	99
.. 1885	99	99	99	99
Marietta & Cin. 1st M.	99	99	99	99
.. 2d M.	99	99	99	99
.. 3d M.	99	99	99	99
Northern Central	39	39	39	39
.. bonds, 1885	99	99	99	99
.. 1900	99	99	99	99
Pittsb. & Connellsv. 7s	95	95	95	95
N. W. Va. 1st mort.	95	95	95	95
.. 2d mort.	95	95	95	95
.. 3d mort.	95	95	95	95
Virginia 6s, Consol.	50	51	51	51
Defer. Certif.	15	15	15	15
City Passenger R.R.	15	15	15	15

## Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 28.

Th.22.F.23.Sat.24.M.26.Tu.27.W.28

Boston and Albany	150	151	150	150
Boston and Lowell	138	137	137	137
Boston and Maine	138	137	137	137
Boston and Providence	138	137	137	137
Boston, Hartford & Erie	40	40	40	40
.. 7s, new	40	40	40	40
Cheshire, pref.	127	127	127	127
Chl., Burl. & Quincy	127	127	127	127
Concord	136	136	136	136
Connecticut River	108	108	108	108
Eastern	134	134	134	134
Fitchburg	116	116	116	116
Manchester & Lawr'ce	116	116	116	116
Michigan Central	116	116	116	116
Northern, N. H.	116	116	116	116
Ogdens & Lake Champ.	77	76	76	76
.. pref.	105	105	105	105
Old Colony & Newport	114	114	114	114
Ph., W. & Baltimore	56	56	56	56
Port'd, Saco & Ports.	131	131	131	131
Union Pacific	121	121	121	121
.. Land Grant 7s	82	81	81	81
.. Income 10s.	91	91	90	90
Vermont & Canada	91	91	90	90
Vermont & Mass.	87	87	87	87
South Boston (Horse)	99	99	99	99
Cambridge	66	66	66	66
Metropolitan	66	66	66	66
Middlesex	66	66	66	66
Central Mining Co.	11	11	11	11
Copper Falls	11	11	11	11
Franklin	11	11	11	11
National	12	12	12	12
Pewabic	49	49	50	51
Quincy	49	49	50	51

## London Stock Exchange.

	Closing	Aug. 9.	Aug. 16.
Atlantic & Gt. W. 1st mort., \$1,000	66	63	65
Do. 2d mort., \$1,000	57	59	59
Do. Con. mort. B'nds Bisch's Cert.	33	35	31
Do. Reorg. Scrip.	94	99	94
Do. Leas. Lins. Rental Bonds	82	84	82
Detroit & Milwaukee 1st mort. Bonds	73	76	73
Do. 2d do.	73	76	73
Erie shares 100 dol. all paid	37	37	34
Do. Ticket of Protec. Com. attached	94	95	94
Do. 6 per cent. Convertible Bonds	94	95	94
Do. European Agency Certificates	105	105	107
Illinois Central \$100 shares all paid	103	105	107
Do. Redemption mort. bonds 6 p.c. 102	104	102	104
Illinois & St. Louis Bridge 1st mort.	95	97	96
Marietta and Cincinnati Rail. Bonds	82	82	85
Michigan Central 8s 1882, conv.	90	100	90
Panama 2d mort.	90	92	92
Panama General mort.	90	92	92
Pennsylvania, 2d mort.	99	101	99
Do. General mort.	95	96	95
Do. \$50 shares	47	49	47
Philadelphia & Erie 1st mort.	96	98	97
Do. with option to be paid in Phila.	96	98	97

## American Railroad Journal.

Saturday, August 31, 1872.

## Stock Exchange and Money Market.

Money has been in fairly active demand for speculative use, but has been offered with comparative freedom, at 4@6 per cent. generally 5 per cent. on call. The enlarged speculative dealings at the Stock Exchange served to increase the need of aid. All responsible borrowers, however, have had their wants readily provided for at the ruling figures. The Gold speculation has been less spirited, and has called for less pecuniary help. The mercantile business has been on a more extensive scale, in connection with the Fall revival of activity in the wholesale, as well as retail trade, and commercial paper, of strictly choice to good grades, has been rated at from 6@8½ per cent. per annum, on rather freer offerings. The city banks, last week, were again losers, in their leading items of averages, especially so in that of deposits, while reporting a slight increase in their circulation. The U. S. Sub-Treasury added a fair amount to its coin balances chiefly through the free receipts from customs which amounted at this port alone, for the week to \$3,386,537. The office also enlarged its currency reserves handsomely.

The U. S. Sub-Treasury office last week added

to its coin balance about 5/8ths, of a million and to its currency about two millions. The office received during the week \$4,686,126 currency, and \$4,246,002 of gold, the latter including \$3,492,000 from customs; and disbursed \$2,693,650 of currency and \$3,554,440 of gold, the latter embracing \$284,000 of coin interest. The city banks reduced their loan and discount average about 3½ millions during the week, and enlarged their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of \$9,549,836, and a coin reserve of \$49,838,763.

The city banks, in their latest return, show a reduction of \$1,664,400 of legal tender notes \$2,192,100 of specie, and of \$9,808,300 of deposits, also a contraction of \$3,374,200 in their loan and discount averages, and an increase of \$81,100 in their item of circulation. The city bank exchanges, last week, averaged 90½, and thus far, this week, about 97½ millions daily. The banks now hold \$5,620,950 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$18,207,200, against \$10,722,050 same time last year. The city bank deposits are now \$226,449,300 against \$248,709,800, week ending Aug. 26, 1871. The legal tender reserve amounts to \$50,869,000, against \$69,489,500 same time last year. The circulation now stands at \$27,371,700 against \$30,158,820 same time last year. The loans are now \$292,428,600 against \$305,047,680 at this date last year.

The coin reserve of the city banks is now about 18¾ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 50½ millions against about 55½ millions on the statement of June 15th.

Government revenues have been yielding quite liberally in the customs form, and moderately in that of excises, since our last. The excises yielded within the week about 1¼ millions, and thus far in the current fiscal year beginning with July 1, 1872, \$23,218,477. The customs at the port of New York last week were \$3,366,537; at the outports, equal to about \$1,100,000 all in coin, or coin certificates.

The Gold speculation has been decidedly less confident, and the price has been depressed materially by much more liberal offerings of coin for prompt delivery. The demand from other than speculative sources has been comparatively moderate at the ruling figures. The later dealings showed rather more firmness.

The range of the price during the week has been from 112½@114½ and the closing quotation on Wednesday was 113½ against 114 the preceding Wednesday. The specie outflow last week, was only \$354,190. The Gold Exchange Bank clearances have averaged about 76 millions per day during the week.

The specie export from this port on Wednesday of the current week were only \$170,000.

The customs demand for Gold last week, averaged \$582,000 a day; thus far, this week, it has averaged \$784,500 a day, or equal to a weekly aggregate of \$4,707,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$49,368, and since Jan. 1, 1872, \$2,868,628 against \$7,561,168 same time in 1871.

The total customs revenue of the Government, in coin, at this port, since January 1, has been \$99,972,277 against \$104,011,797 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, \$56,674,029, against \$61,522,870 during the same time in 1871.

The export drain of specie was \$354,190 last week, against \$431,478 same week preceding year. The shipments since January 1, 1872, have been \$56,174,681 against \$35,809,334 during the same portion of 1871.

Foreign Exchange has been in fair supply and generally quoted weak in price, on a restricted business. Bankers' sixty day bills on London closed on Wednesday at 108 $\frac{3}{4}$ @109; sight bills on London, 109 $\frac{3}{4}$ @109 $\frac{3}{4}$ .

The week's exports hence of domestic produce have been to the currency value of \$4,695,445.

Government securities has been quoted lower, influenced by the decline in Gold, but have not been offered with freedom at the reduced figures, and have been moderately sought after, mostly by investment purchasers.

On Wednesday, Government bought in a million of Five-Twenties at 112 24@112 95 out of an aggregate offering of \$4,584,800.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116 $\frac{1}{4}$ @116 $\frac{1}{4}$ ; U. S. Five-Twenties of 1862, 114 $\frac{3}{8}$ @114 $\frac{3}{8}$ ; U. S. Five-Twenties of 1864 at 114 $\frac{3}{8}$ @114 $\frac{3}{8}$ ; U. S. Five-Twenties of 1865, 114 $\frac{3}{8}$ @115; U. S. Five-Twenties of 1865 consolidated, 113 $\frac{3}{8}$ @113 $\frac{3}{8}$ ; U. S. Five-Twenties of 1867, 114@114 $\frac{1}{2}$ ; U. S. Five-Twenties of 1868, 113 $\frac{3}{8}$ @114 $\frac{1}{2}$ ; U. S. Ten-forties at 112 $\frac{1}{2}$ @112 $\frac{1}{2}$ ; U. S. Fives of 1881 (Funding Loan) 111 $\frac{1}{4}$ @112; Six per cent. currency bonds, 112 $\frac{3}{4}$ @112 $\frac{3}{4}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 14.	Aug. 21.	Aug. 28.
Consols .....	92 $\frac{3}{4}$	93	92 $\frac{3}{4}$
U. S. 5-20's of 1862...	92 $\frac{1}{4}$	92 $\frac{3}{4}$	92 $\frac{1}{4}$
U. S. 5-20's, 1865....	93	93 $\frac{1}{8}$	93 $\frac{1}{8}$
" 1867 .....	92 $\frac{1}{2}$	92 $\frac{3}{4}$	92 $\frac{1}{2}$
" 10-40s .....	90 $\frac{1}{2}$	88 $\frac{1}{4}$	88
New Fives of 1881...	90	90 $\frac{1}{4}$	89 $\frac{3}{4}$
Erie .....	36 $\frac{1}{2}$	39 $\frac{1}{2}$	40 $\frac{3}{4}$

\*Less September coupon.

State bonds have been in slack demand at generally less firm prices.

Railway and Miscellaneous share property has been more active, the speculative inquiry having been more animated, and towards the close, prices showed more firmness and buoyancy.

Railway Mortgage Loans have been moderately inquired for on investment account, at the ruling prices. Central Pacific Sixes have been in demand at 101 $\frac{1}{2}$ @102. Chesapeake and Ohio have been selling at 94 per cent. and accrued interest.

General business has been moderately active, in the line of domestic produce, with prices of Flour, Wheat, Corn, Oats, Pork, Lard, Bacon, Cheese, Petroleum and Rosin, quoted firmer. Middling upland cotton closed steadily on Wednesday at 22 cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,679,332 bales, against 3,966,622 bales same time in the preceding year; exports 1,950,058 bales against 3,159,643 bales in the previous year; stock at the ports at

latest dates, 65,250 bales against 123,200 bales same date 1871.

At the Live Stock Markets, Beeves have been in more demand at 10@13 $\frac{1}{2}$  cts.; Veals at 6@9 $\frac{1}{2}$  cts.; Sheep at 4 $\frac{1}{2}$ @6 $\frac{3}{4}$  cts.; Lambs, 7@10 cts.; Swine, at 5 $\frac{1}{4}$ @5 $\frac{1}{2}$  cts. per lb., all live weight. The week's receipts were 9,653 Beeves, 2,650 Veal Calves, 19,019 Sheep and Lambs, and 34,038 Swine.

There has been less inquiry for Metals since our last. Ingot Copper has been quiet since our last, at about previous prices; 150,000 lbs. sold at 33 $\frac{3}{8}$ c.@33 $\frac{1}{2}$ c. per lb. Scotch Pig-iron has been in moderate demand at firm rates, with Eglinton quoted at \$51 50@52. Glengarnock at \$54@52, and Gartsherrie at \$55 50@56, with sales reported of 350 tons Glengarnock, 100 tons Eglinton, and 100 tons Gartsherrie on private terms. No. 1 American Pig has been offered sparingly, and quoted up to \$56@57, with No. 2. at \$53@55, on, however, a tame market; 250 tons Franklin sold on private terms. Iron Rails have been quiet but steady. Lead Spelter and Morselman Zinc dull at old figures; 10 casks of the latter sold on private terms. Pig Tin in slack demand and quoted weak at 34c@34 $\frac{1}{4}$ c., gold, for Straits and English; 250 slabs Straits sold on private terms. Tin Plates have been quoted less firm, on a restricted business; sales, 500 boxes assorted Charcoal Plates at \$13 37 $\frac{1}{2}$ , gold, and 250 boxes Charcoal Terne at \$11 75, gold. Of Regulux Antimony, 10 casks sold at 15 $\frac{1}{4}$ c., gold.

Foreign goods have been in fair request, and seasonable stocks has been generally quoted firm as to prices. The week's imports of foreign goods reached the amount of \$9,162,526 including \$4,140,711 of dry goods.

Ocean freights have been moderately active and rates have been again quoted stronger. Room suitable for the Grain, Petroleum, Provisions, Tobacco, and Stave Trade, has been offered less freely.

At the auction sale of Scranton Coal on Wednesday, 100,000 tons were sold at a further reduction, in prices, the range having been from \$3 15 @ \$3 80, against \$3 22@3 95 per ton in July.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 2d mort., 67 $\frac{3}{8}$ ; do. consols, 96 $\frac{1}{2}$ ; Boston, Hartford and Erie R. R., 7 $\frac{1}{2}$ ; do. 1st mort., 40 $\frac{3}{4}$ ; Cedar Falls and Minnesota 1st mort., 81 $\frac{1}{2}$ ; Central of New Jersey 1st mort. 103 $\frac{1}{2}$ ; do. 2d mort., 99 $\frac{1}{2}$ ; Milwaukee and St. Paul 7s, Iowa div., 88; do. 7s, gold, 96 $\frac{3}{8}$ ; Toledo, Wabash and Western consols, 89 $\frac{1}{2}$ ; Gt. Western 1st mort. 1888, 93 $\frac{1}{4}$ ; Clev., Col., Cin. and Ind. 1st mort., 102 $\frac{1}{2}$ ; North Missouri 1st mort., 92; Lake Shore and Michigan Southern consols, reg., 100 $\frac{1}{4}$ ; Cleveland and Pittsburgh consols, 96; Buffalo and Erie, 7s, new, 96 $\frac{3}{4}$ ; Clev., Paines and Ash, 7s, new, 97 $\frac{1}{2}$ ; Long Dock bonds, 95; Missouri, Kansas and Texas R. R., 42; Western Union Tel., 73 $\frac{3}{8}$ ; Quicksilver pref., 53; Am. Mer. Union Exp., 72 $\frac{1}{2}$ ; U. S. Exp., 82; Adams Express, 95 $\frac{1}{4}$ ; Consol. Coal of Md., 42; South Carolina 6s, new, Jan. and July, 25; do. Apl. and Oct., 25 $\frac{1}{4}$ ; New York State 7s, B. L., reg., 109; Texas 10s, 1876, 87 $\frac{1}{2}$ ; Arkansas 7s, issued to Central R. R., 69; do. 6s, Fund Act,

49; Kentucky 6s, 100; Brooklyn 6s, W. L., 94 $\frac{1}{2}$ .

Philadelphia.—Pittsburg, Cincinnati and St. Louis R. R. 7s, 81 $\frac{1}{2}$ ; Huntingdon and Broad Top Mt. consols, 47 $\frac{3}{4}$ ; Philadelphia and Reading Gen'l mort. 7s, coupon, 102 $\frac{3}{4}$ ; do. reg., 103 $\frac{1}{4}$ ; do. debenture bonds, 82; Sunbury and Lewistown 7s, 95; Belvidere Delaware 1st mort., 92; Wilmington and Reading 7s, 104; West Jersey 1st mort., 97 $\frac{1}{4}$ ; Camden and Atlantic R. R., 32 $\frac{3}{8}$ ; do. 1st mort., 101; Sunbury and Erie 1st mort., 101; West Chester and Philadelphia R. R. 7s, 102 $\frac{1}{2}$ ; Warren and Franklin 7s, 85 $\frac{1}{2}$ ; Nesquehoning R. R. 57 $\frac{1}{2}$ . The latest quotations are: City 6s, 98 $\frac{1}{2}$ @99; do. free of tax, 101 $\frac{1}{2}$ @101 $\frac{1}{2}$ ; Pennsylvania State 6s, 1st series, 101@101 $\frac{1}{4}$ ; do. 2d series, 105@106; do. 3d series, 108@109; Philadelphia and Reading, 58 $\frac{3}{8}$ @58 $\frac{3}{8}$ ; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 94 $\frac{1}{2}$ @95; United New Jersey R. R. and Canal Co., 126 $\frac{3}{4}$ @127; Camden and Amboy mort. 6s, 1889, 98@98 $\frac{1}{2}$ ; do. 1883, 91 $\frac{1}{2}$ @92; do. 1889, 92@92; Pennsylvania R. R., 58 $\frac{3}{8}$ @58 $\frac{3}{8}$ ; do. 1st mort., 100 $\frac{1}{2}$ @101 $\frac{1}{2}$ ; do. 2d mort., 99@99 $\frac{1}{2}$ ; do. General mort. coupon, 93 $\frac{1}{2}$ @93 $\frac{1}{4}$ ; do. reg., 96 $\frac{1}{2}$ @97; Little Schuylkill R. R., 48@49; Morris Canal, 47@50; do. pref., 124@125; do. 6s, 93@97; Susquehanna Canal, 8@9; do. 6s, 76@80; Schuylkill Nav., 7@8; do. pref., 14 $\frac{1}{2}$ @15; do. 6s, 1882, 79 $\frac{1}{2}$ @80; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 98@95; do. 5s, 60@61; Lehigh Coal and Navigation, 41 $\frac{1}{2}$ @41 $\frac{1}{4}$ ; do. 6s, 1884, 89 $\frac{1}{2}$ @90; do. R. R. Loan, 96@97; do. Gold Loan, 93@93 $\frac{1}{2}$ ; North Pennsylvania, 49 $\frac{1}{2}$ @50; do. 6s, 100@100 $\frac{1}{2}$ ; do., 7s, 96 $\frac{1}{2}$ @97; do. Chatte 10s, 110@112; Philadelphia and Erie, 27@28 $\frac{1}{4}$ ; do. 6s, 91@91 $\frac{1}{2}$ ; Minehill, 52 $\frac{1}{2}$ @53; Catawissa, 14@18; do. pref., 44 $\frac{3}{4}$ @45 $\frac{1}{2}$ ; Lehigh Valley, 59 $\frac{7}{8}$ @60; do. 6s, new coupon, 97@98 $\frac{1}{2}$ ; do. reg., 98@99; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 60@51; Second and Third, 60@62; Thirteenth and Fifteenth, 20@20 $\frac{1}{2}$ ; Spruce and Pine, 32@34; Green and Coates, 46@46; Chestnut and Walnut, 57@59; Hestonville, 17@19; Union, @—73; Germantown, 35@37.

Boston.—Vermont Central 1st mort., 7s, 78 $\frac{1}{2}$ ; 2d mort., 28; do. 8s, 1891, guar., 98 $\frac{1}{2}$ ; Burlington and Missouri River R. R. Land Grant 7s, 96 $\frac{1}{2}$ ; do., 8s, in Nebraska, 100; Eastern R. R. 6s, 1874, 98 $\frac{1}{2}$ ; Grand River Valley R. R. 2d mort. 8s, 1879, 102; Boston and Albany 7s, 1892, 107; Old Colony and Newport 7s, 1877, 102 $\frac{3}{4}$ ; Atchison. Topeka and Santa Fe R. R. 7s, 82 $\frac{1}{2}$ ; do. L. G. 7s, 82 $\frac{3}{8}$ ; Cheshire R. R. 6s, 1877, 95 $\frac{1}{2}$ ; Stanstead, Shefford and Chambly 7s, 78; Ogdensburg and Lake Champlain R. R. 8s, 100 $\frac{3}{8}$ ; Chicago, Dubuque and Minnesota 8s, 1896, 86 $\frac{3}{8}$ ; Vermont and Massachusetts 7s, 1879, 100 $\frac{1}{4}$ ; Rutland pref., 62 $\frac{1}{2}$ ; do. scrip, 83; Summit Branch, 43 $\frac{1}{2}$ ; Cincinnati, Sandusky and Cleveland R. R., 21 $\frac{3}{8}$ ; do. 7s, 1890, 83 $\frac{1}{2}$ ; Portsmouth, Gt. Falls and Conway R. R., 100; Norwich and Worcester R. R., 126; Worcester and Nashua R. R. 133; Boston Water Power 52; Cary Imp., 11 $\frac{1}{2}$ ; Waverly Land, 8; Massachusetts 6s, 1873, gold, 109 $\frac{1}{4}$ ; Vermont 6s, 1878, 100; Maine 6s, 1889, 100; Boston 5s, 1880, gold, ind., 98 $\frac{1}{4}$ ; do. 6s, currency, 101; Chicago 7s, 99 $\frac{1}{2}$ ; Cincinnati 7 3-10s, 1889, 104; do. 7s, 1891, 103 $\frac{3}{8}$ ; Lowell 6s, 1890, 97 $\frac{1}{2}$ ; Lynn 6s, 1887, 97 $\frac{3}{4}$ ; Allouez Mining Co.,



9½; Calumet and Hecla, 157; International silver, 8; Phoenix 20; Ridge, 11¾; Rockland, 2½; Star, 85c.; Shubiah Silver, 6¾.

**Baltimore.**—Virginia and Tennessee 8s, 90; Northern Central 6s, 1900, gold, 94; Orange, Alex. and Manassas 7s, 81¼; Central Ohio R. R., 34¼; do. 1st mort., 88; Maryland Defense Loan, 103½; Virginia consols. reg., 45½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95¼@95¾; Baltimore and Ohio, —@166; do., 6s, 1875, 97½@98½; do., 1880, 96@97½; do., 1885, 96¼@96¾; Parkersburg Branch, 10@15; Northern Central 39¼@39½; do. 6s, 1885, 94@96½; do., 1900, 90@91; do., 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 99@100; do., 2d mort., 99@100; do., 3d mort., 1885, 91@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99¼; do., 2d mort., 7s, 91@92; do., 3d mort., 8s, 88¾@88½; Central Ohio, 34¼@36; do., pref., 35@40; do. 1st mort., 87¾@88; Western Md. 1st mort. 6s, 1890, 91@—; do. 1st mort. guar., 94@97½; do., 2d mort. guar., 94@—; do., 3d mort. guar., 94@96½; do. 2d mort pref., 81@85; do., 2d mort. guar. by Washington Co., 85@89; Richmond and Danville bonds, 79¼@81; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 83@87; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 87@87; Orange, Alex. and Manassas 7s, 81@81½; Virginia and Tennessee 1st 6s, mort., 94@97¼; do., 6s, 2d mort., 79¼@80; do. 8s, 3d mort., 90@90½; Baltimore 6s, 1875, 99½@100; do., 1884, 98¼@98½; do. 1886, 98@98½; do., 1890, 99@99¼; do., 1893, exempt, 102¼@102½; do., 1900, exempt, 98¾@99; do. 1902, 98@99; Memphis City 6s, 54½@55¾; Maryland 6s, 1890, 97@—; do. Defense Loan, 1883, 103½@104; City Passenger R. R., 23@23¼; George's Creek Coal, 92½@98; Atlantic Coal, 1.50@1.95.

The estimated earnings of the Erie Railway for the week ending Aug. 24, 1872, were \$381,070; against \$483,404 for the corresponding period of 1871—a decrease of \$17,226. Total earnings since April 1, 1872, \$7,442,533—an increase over the same time in 1871 of \$145,482.

The Atlanta Constitution reports that the Atlanta and Richmond Air-Line Railway Company have secured the right of way for their line of road through that city to a connection with the Macon and Western and Atlanta and West Point Railroads.

The Railway in Turkey, from Constantinople to Adrianople, has been opened to the public for a distance of forty five miles from the former city. The rest of the line is in course of construction.

There are now seven gangs of men at work on the Montpelier and Wells River Railroad, between Groton and Wells River, Vt., and the entire line will be in running order by the first of November.

The Logansport, Crawfordsville and Southwestern Railway has been completed to Clemmer station, just below Logansport.

Work will soon be commenced on the extension of the Sheboygan and Fond du Lac Railroad west of Princeton.

#### George C. Satterlee.

Mr. George C. Satterlee, well known as the President of the Washington Fire Insurance Company, died on the 7th inst., at the age of seventy-two, while making a summer trip to Mount Desert. He was one of the old and honorable school of New York merchants, and had been prominent in the insurance business since the great fire of 1835, when he was one of the directors of the old Mutual Fire Insurance Company, out of which grew the Knickerbocker. He became president of the Washington Company in 1850, and held that position to the satisfaction of the stockholders and the public until the dissolution of the company after the Chicago fire. He immediately set to work to organize the new Washington, his experience and assured integrity being a guaranty of its success from the start. His death will be deeply felt in the business community as well as in the private circle, where he was highly esteemed.—*Evening Mail.*

#### Milwaukee and Fond du Lac R. R.

The St. Paul Press says that a large number of men left that city on the 19th inst., for an overland journey to the line of the Milwaukee and Fond du Lac Air Line Railroad, for the building of which the DeGraffs have taken the contract. Last week a force of men began the grading of the Milwaukee end, and other forces will be immediately put to work at Fond du Lac and at various places along the line—twenty-five hundred if necessary. This road is about sixty-four miles long, a portion of the line requiring very heavy grading. The energetic contractors say that they will have everything in readiness for the cars by the 1st of December.

An independent company is now making survey for a narrow-gauge three feet railroad between Newport and the mouth of the Big Sandy, with a view of penetrating the coal regions. They propose now to survey about forty miles, but will ultimately extend the road to the point above named. It is ascertained that by the narrow gauge a train 1,300 feet long can make a curve within the radius of one chain, and, therefore, can better adapt itself to the surface of the country than the wide gauge, and consequently it can be built at about half the cost. Dr. John Locke, of Cincinnati, is one of the engineers engaged in the survey above mentioned.

The survey of the railway along the Nile is completed. The line is about six hundred miles in length; commences at Wady Kallah, near the second cataract, and terminates at Chartum, where the Blue and White Nile unite their waters above the sixth cataract. For nearly three-fourths of its length the line will be on the edge of the valley, about three fourths of a mile from the river, and above the level of the periodical inundations.

The Patterson and Newark branch of the Erie Railway has been connected with the main road at the tunnel. A large portion of the through traffic of the road, it is understood, is to be transferred to this branch.

The Newark (Ohio) American, of 9th inst., says that the contract has been let for the grading of the Atlantic and Erie road through Hartford township.

The Wallkill Valley Railway has been completed to Scott's Woods, near the southern limits of Kingston.

#### THE

## St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupons or Registered.

Price 97½ and accrued interest in currency, from August 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

## TANNER & CO. BANKERS, NO. 11 WALL STREET.

The Philadelphia Ledger of 26th inst., reports the net anthracite coal tonnage for the week ending on the 17th inst., from all sources, at 404,939 tons, and for the year 12,011,340 tons, against 7,814,160 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,197,186 tons. The production of bituminous coal for the week was 56,136 tons, and for the year 1,554,512 tons, against 1,369,030 tons to the corresponding time last year—an increase of 185,482 tons. The total production of all kinds of coal for the week was 461,075 tons, and for the year 13,615,855 tons, against 9,183,190 tons to corresponding time last year, showing an increase of 4,432,668 tons.

C. J. Schultz has been elected President, P. Haberman Treasurer, and H. Stamm Secretary of the Mt. Oliver Incline Railway Co.

## Journal of Railroad Law.

COMMON CARRIERS—LIABILITY FOR BAGGAGE, IF STOLEN, TO OWNER.

The facts in the late case of *The Toledo, Wabash and Western Railway Company vs. Hammond*, (33 Ind., 379) are fully and clearly stated in the following opinion by—

GRACEY, J.—Hammond sued the railway company as a common carrier, for a trunk and the contents thereof, shipped at Toledo, Ohio, for Peru, Indiana. There was filed with the complaint a bill of particulars of the contents of the trunk. The defendant moved to strike out certain specified items therein for the alleged reason that they were not proper articles of baggage. The court overruled the motion, and this is complained of as erroneous. It is enough to say, that there is no allegation in the complaint that the trunk and its contents were delivered to the appellant as baggage.

The next point made is, that the court improperly overruled the appellant's motion for a *venire de novo*.

The court was asked to instruct the jury to find a special verdict. The court on its own motion, sent to the jury interrogatories, covering the entire issues in the case. The jury answered these interrogatories. It is claimed that this is not a compliance with the provisions of the code.

Section 335 and 336 of the code are as follows: "The verdict of a jury is either general or special. A general verdict is that by which they pronounce generally upon all or any of the issues, either in favor of the plaintiff or defendant. A special verdict is that by which the jury find the facts only, leaving judgment thereon to the court."

"In all actions the jury, unless otherwise directed by the court, may, in their discretion, render a general or special verdict, but the court shall at the request of either party direct them to give a special verdict in writing upon all or any of the issues; and in all cases, when required by either party, shall instruct them, if they render a general verdict, to find specially upon particular questions of fact to be stated in writing. This special finding is to be recorded with the verdict."

The only substantial difference between a "special verdict" and a "special finding" under the provisions of the code, is this, the "special verdict" must cover the issues, or some or more of them; the "special finding" may embrace only a particular question pertinent to, but not covering, any of the issues, although it may be controlling. Any finding of a jury that covers an issue is a verdict. This is in harmony with the previous rulings of this court.

In *Paine vs. The Lake Erie and Louisville R. R. Co.*, 31 Ind., 283, the court below, of its own motion, required the jury, unconditionally, to answer certain interrogatories, which they answered without returning a general verdict. It was held by this court, that the answers could stand as a special verdict.

It is not necessary to a special verdict that it be in any particular form; all that is required is, that the facts found covering the issue, should be stated, leaving the conclusion of law thereon to the court.

In the case at bar, the court below committed no error in overruling the appellant's motion for a *venire de novo*.

There was a conflict in the evidence as to whether the trunk was to be carried by the appellant to Peru or to Lafayette. The appellant asked the court below to instruct the jury, that "if the company is not liable in this case as a common carrier; that is, if the goods were not lost in transit between Lafayette and Toledo, the plaintiff cannot recover, and your verdict should be for the defendant." The court refused to give this instruction. The court had charged the jury, that "in this case the suit is against the railway company as a common carrier, and if you find that the company carried the goods safely to their destination, and in the absence of the plaintiff, securely stored them in her depot baggage-room, then the liability of the company as a common carrier ceased, and Hammond cannot recover for the negligence of the company in keeping the baggage as warehouseman."

The jury found, as they well might, under the evidence, that the trunk was, under the contract of shipment to be delivered to the appellee at Peru. If in violation of this contract the appellant took it to Lafayette, and there stored it in her depot baggage-room, her liability of common carrier was not thereby terminated. The court was right in refusing to give the instruction asked.

At the instance of the appellee, the court instructed the jury, that, "If the plaintiff employed the defendant as a common carrier for hire to transport his baggage from the City of Toledo, Ohio, to Peru, Indiana, the defendant was bound to deliver the baggage at Peru, Indiana, and if the defendant did not do so, but carried the baggage past Peru to Lafayette, Indiana, and the baggage was stolen from the defendant at Lafayette, whereby it was lost to the plaintiff, the defendant is liable to the plaintiff for whatever damage he may have sustained by reason of the defendant's failure to deliver the baggage at Peru, Indiana."

It is claimed that this is the counterpart of the instructions refused; that if one was refused, the other ought to have been. This latter instruction goes upon the hypothesis that it turns out in evidence that the defendant was employed as a common carrier for hire to transport the baggage to Peru. This instruction was right. It does not ignore the evidence tending to prove that the trunk was shipped to Lafayette and not to Peru.

It is urged that the court erred in permitting the appellee to testify as to the value of the opera glass mentioned in the bill of particulars.

It is argued that the opera glass was not properly baggage, and therefore the common carrier, without knowledge of the fact that it was in the trunk, would not be liable for the loss thereof.

It is true, that it is well settled, that merchandise which one carries in a trunk without the knowledge of the carrier is not protected as baggage, and if lost without the express fault of the carrier, he is not liable.

But baggage is defined to be "such articles of apparel, ornament, &c., as are in daily use by travelers, for convenience, comfort, or recreation." 1 Bouvier's Law Dic., 180.

In *Doyle vs. Kiser* 6 Ind., 242, the learned judge speaking for the court says, "The articles of property treated as baggage, according to the decisions of different courts, may be clothing, travel-

ing expense money, a few books for the amusement of reading, a watch, a lady's jewelry for dressing, &c."

It is said in Bouvier, *supra* "From analogy to the foregoing articles, it will be obvious that the term baggage must comprehend an almost infinite number and variety of articles not enumerated here."

An opera glass is as useful to the traveler as a "few books of amusement," or more so.

That the trip from Toledo to Peru was made in the night can make no difference. Articles for use as baggage at the end of the journey or during a temporary stay at a particular place are as properly baggage as those actually used in the transit. We think the court below committed no error in allowing the evidence to go to the jury.

It is insisted that the evidence does not support the verdict. It is admitted that there is a conflict in it, but it is claimed that the preponderance is so strongly in favor of the appellant that the court erred in overruling the motion for a new trial. We do not think so. Hammond, the appellee, swears positively that he shipped the trunk at Toledo for Peru. He was going there himself. Unlike the baggage-master, his attention was not divided between that and a large number of other trunks. Moreover it would be perfectly natural that Hammond should have his mind fixed on Peru, the place of his destination; but the baggage-master would only have his mind called to the place by a single statement from the shipper. The chances are two to one that Hammond was right, and the other witnesses were wrong. But be this as it may, we cannot, under the rule of law on the subject, interfere with the finding of the jury, sanctioned as it is by the action of the court in which the case was tried.

Judgment affirmed, with costs.

**The South Side Railroad**, from Saw Mill Run, Allegheny county to Georgetown, in Beaver county, says the *Beaver Argus*, is receiving subscriptions to its stock from residents along the route through which it is located, very liberally. The road will be upwards of forty miles in length, and will afford facilities of transport to market to the products of a rich agricultural and mineral section hitherto, to a great extent, deprived of them. Saw Mill Run is just across the Ohio river from Allegheny City, below Pittsburgh.

**The Bedford and Bridgeport Railroad**, extending from Mount Dallas, the terminus of the Huntingdon and Broad Top Mt. Railroad, to Bridgeport, on the Pittsburg and Connellsville Railroad, has been leased by the Pennsylvania Railroad Company, and will be known as the Bedford Division. Mr. W. H. Brown has been appointed Superintendent of the road.

**Allen Haines** has been re-elected President, John Neal Treasurer, and Moses Gould Clerk of the Portland, Rutland, Oswego and Chicago Railroad Company.

**The Connecticut Valley Railroad** is to be extended up to the line of Connecticut and Massachusetts on the Springfield side of the river.

**Kansas City** has subscribed \$150,000 to the Kansas City, Wyandotte and Northwestern Railroad.



**Green Bay and Lake Pepin Railroad.**

The work on this road is progressing in the most satisfactory manner. About two-thirds of the grading between New London and Plover is already completed and the remainder of the work will be vigorously prosecuted. It is expected that Mr. Harley's contract through Little Wolf will be completed this week, and also Mumbroe, Baldwin & Co.'s job in St. Lawrence. George Hiles' contract from Grand Rapids to Dexterville, 15 miles, will be done within two or three weeks. A contract for grading from Plover to Grand Rapids, 14 miles, has been let to Messrs. Mumbroe & Dayton, who will soon commence work and are to have it finished by October 1st. The piers for the bridge across the Wisconsin are now nearly finished.—*Green Bay Advocate.*

At a meeting of the stockholders of the Jacksonville, Northwestern and Southwestern Railroad Company, held in Jacksonville on the 13th inst., the following gentlemen were elected Directors for the ensuing year: M. P. Ayers, W. S. Hook, and A. E. Ayers, Jacksonville; J. E. Salter, Waverly; Wm. A. Gibson, New York; and Wm. Elliott and J. H. Dunn, Philadelphia. Subsequently the Board of Directors met and elected M. P. Ayers, of Jacksonville, President; Wm. A. Gibson, of New York, Vice President; W. S. Hook, of Jacksonville, Secretary and Treasurer; and Gibson, Casanova & Co., of New York, Financial Agents of the company.

The Cadiz (Ohio) *Republican* says: "It is reported that Streator, President of the Lake Shore and Tuscarawas Valley Railroad, has purchased the Eastern Ohio Railroad—the 'Calico' road, as it has been called. If this be true it indicates clearly enough the direction the Lake Shore and Tuscarawas Valley road will take, after its completion to Uhrichsville."

Work on the St. Vincent extension of the St. Paul and Pacific Railroad is progressing most satisfactorily. About one hundred miles of track are now laid, and the grading is kept well in advance of the iron.

**FOR SALE.**

Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 76 passenger, price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

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78 & 80 BROADWAY,  
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**Railroads, Bridges, Explorations.**

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

**Iron Furnace Property  
FOR SALE.**

THE EASTON IRON MANUFACTURING Company will sell at Public Sale, at the Circle, in the borough of Easton, Northampton County, Pa.,

On Thursday, September 26th, 1872.

at 10 o'clock in the forenoon, their

**Blast Furnace and Real Estate**

located in the borough of Glendon, Northampton Co., Pa., containing about 15 acres of Land. The Furnace erected thereon is a sheet iron casing stack, 14½ feet bosh by 70 feet high, with bell and hopper, J. P. Merris & Co.'s low pressure condensing engine, 8 boilers, 2 Kents' hot blast ovens, casting house, engine house, steam hoist, 11 tenement houses, 2 stables and a blacksmith shop. The furnace buildings are built of brick and stone, and put up in the best of manner, with all the modern improvements. The works have been built about one year, and are now in blast. Its production of iron is as great as any other blast furnace in the Valley for its size. Canal and Railroad in close connection. Hematite Ores are very plenty, and there is sufficient for several more furnaces. No better location can be found; iron can be manufactured and conveyed to market as cheap, if not cheaper, than any other place in the Lehigh Valley. Leases and all other advantages belonging thereto sold together with the property, which will appear in the conditions of sale. The Furnace will be sold in blast, if nothing prevents. Terms and conditions made known on the day of sale. Sale positive and without reserve. Any parties wishing to view said property will please call on the premises.

**EASTON IRON MANUFACTURING CO.**

Easton, August 20, 1872.

**Notice to Contractors.**

OFFICE KENTUCKY AND TENNESSEE R. R. }  
MOBILE, ALA., August 13, 1872. }

THE KENTUCKY AND TENNESSEE RAILROAD Company desire to contract for the construction of their Road from Columbus, Ky., to Fillmore City on the Ohio River, opposite to the City of Cairo, Illinois, a distance of about twenty-one miles.

The road runs up the Valley of the Mississippi River, and, for the greater part of its length, will require heavy embankments, trestle work, and pile bridging.

Maps, profiles, specifications, and any other information, may be obtained at this office after the first of September next.

The work is required to be completed within six months after the ratification of the contract, and is worthy of the attention of large contractors.

**L. J. FLEMING,**

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**RAILS MADE BY THE  
Park Gate Iron Co.,**

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**FOG SIGNALS,**

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**ALARM TORPEDOES.**  
ALWAYS RELIABLE.

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**PROPOSALS**

FOR THE CONSTRUCTION  
OF THE  
TEXAS AND PACIFIC RAILWAY.

Proposals will be received up to the 1st of October, 1872, at the office of the Texas and Pacific Railway company at Marshall, Texas, for the grading, bridging, tieing and tracklaying of about five hundred (500) miles of the Texas and Pacific railway, divided into the following divisions:

The southern division, extending from Longview through Dallas to Fort Worth—155 miles.

The Jefferson division, extending from Marshall through Jefferson to Texarkana—65 miles.

The east half of the trans-continental division, extending from Texarkana to the crossing of the Houston and Texas Central railroad, near Sherman—156 miles.

The west half of the trans-continental division, extending from the crossing of the Houston and Texas Central railroad to Fort Worth—68 miles.

The grading and bridging will be let in one mile sections; the tracklaying by the mile; the ties by one thousand and upwards.

Each class of work to be bid for separately.

The time for completing the grading, bridging and tieing extends from sixty days to nine months.

The company reserves the right to reject any or all bids, and in letting the work will be the judge of the responsibility of parties bidding, and will give preference to contractors having outfits on the ground ready to commence work within ten days after the date of contract.

Profiles, estimates and specifications can be seen at the office of the company, in Marshall and Jefferson, Texas, and at the Pacific National bank, Council Bluffs, Iowa.

Contractors, upon arriving on the ground, can obtain work up to the date of general letting, on the fifty miles west of Longview.

Address, until September 20th, Council Bluffs, Iowa—after that date, Marshall, Texas.

**G. M. DODGE,**  
Chief Engineer.

**HEYERDAHL, SCHÖNBERG & CO.**

31 Pine Street,  
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Patentees, and others can secure the professional services of Mr. Bowen, in procuring United States and Foreign Patents, and conducting Patent suits for INJUNCTIONS and INFRINGEMENTS in the U. S. Courts.  
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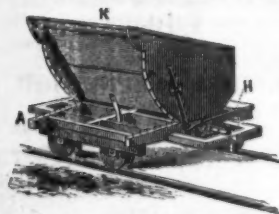


Fig. No. 1, Car Loaded.

The Brakeman seizes the lever H, and raises it, thus removing the stop from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

Address, N. H. CAMP,

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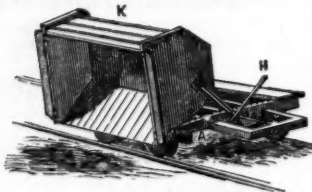


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

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1,000 Tons TREDEGAR RAILS.  
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Steamers leave 10th 20th and 30th each month, except  
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Aug. 30, steamer RISING STAR, Capt. H. P.  
CONNER, will leave Pier No. 42, North River, at 12 o'clock  
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pulco, Manzanillo, Mazatlan and Cape St. Lucas, and also  
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Freight for all way ports received until 4 P. M. of  
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Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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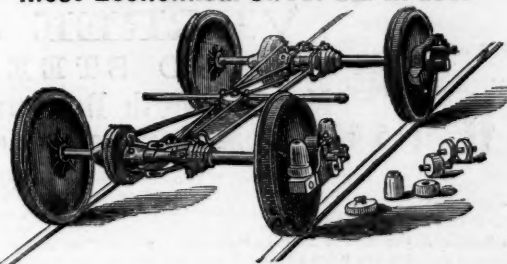
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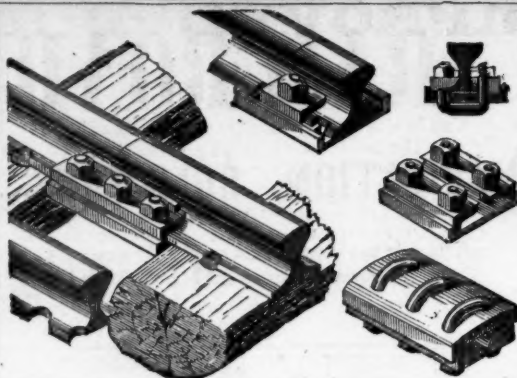
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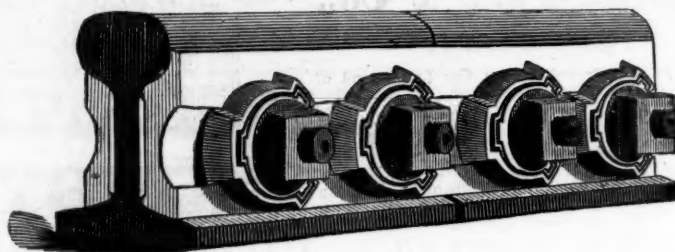
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

**We confidently claim for the PATENT COMPENSATING FISH-JOINT:**

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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